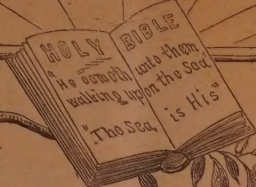


WHOLE No.  
462.

VOL. XXXIX.  
No. 6.

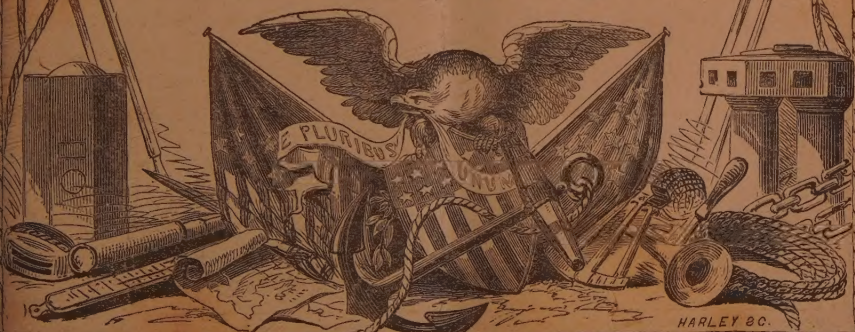


THE  
**SAILORS' MAGAZINE,**  
— and —  
**SEAMEN'S FRIEND**



FEBRUARY, 1867.

Published by the American Seamen's Friend Society,  
80 Wall Street, New York.



HARLEY & CO.

## CONTENTS OF THIS NUMBER.

### MISCELLANEOUS.

	PAGE.
Colored Rain and Snow—By Edwin Dun-	
kin, F.R.A.S., Royal Observatory.....	161
Considerations on Merchant Shipping Laws	167
A Christian Sailor.....	168
The Candle Fish.....	169
How Sharks are caught in Norway.....	170
The Sailor.....	171
Advance Money.....	173
The Late Captain Jacob Auld, of East Bos-	
ton, Mass.....	175
Tribute to the Captain and Mate of the	
"Evening Star".....	176
What it b ings?.....	177
Lines by a Sailor Missionary.....	178
Denmark - Report of Rev. F. L. Rymker...	178
Sweden—Additional Appointments of Sailor	
Missionaries.....	179
Copenhagen—Report of Rev. P. E. Ryding.	179
Belgium - Chaplain's Report.....	181
San Francisco, Cal.—Chaplain's Report...	182
Charleston, S. C.—Extract from the Chap-	
lain's Report .....	183

	PAGE.
Boston, Mass.....	184
New York.....	184
Sailor's Home.....	184
Sailors' Magazine —Sub-scribers Wanted—	
Propositi n for 1867.....	185
Museum of the East India Marine Society,	
Salem, Mass.....	185
Patients deceased at the Seamen's Retreat,	
Staten Island.....	185
Seamen who have died in the New York	
Hospital.....	186
Better burn them.....	186
Position of the Planets for February.....	186
Disasters Reported in December.....	186
Receipts for December, 1866.....	187

### LIFE-BOAT.

The Pocket Bible.....	189
Library Reports.....	190
Three Bad Phrases.....	190
The Warning Bell.....	191
Little Willie.....	192

### THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILOR'S MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, the progress and the wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for seamen, especially such as will tend to their spiritual edification. Important notices to mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers, \$1 a year in advance. To any one who will send us \$5 for five subscribers, a sixth copy will be sent gratis. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same. POSTAGE in advance—quarterly, at the office of delivery—within the United States: *twelve cents a year.*

### THE LIFE-BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and other facts relative to Sea Libraries or Missions.

Any Sabbath School or individual who will send us \$15, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

It will also be furnished as a *four* page tract adapted to Seamen, and for gratuitous distribution among them at 30 cents per 100.



THE  
SAILORS' MAGAZINE,  
AND  
SEAMEN'S FRIEND.

---

Vol. 39.

FEBRUARY, 1867.

No. 6.

---

SCIENTIFIC.

COLORED RAIN AND SNOW.

BY EDWIN DUNKIN, F.R.A.S., ROYAL OBSERVATORY.

Every student of natural phenomena is probably acquainted with some of the traditions recorded by ancient writers, concerning the preternatural rains of blood, stones, animals, and fishes, which are said to have occurred at different epochs of the world's history. In modern days, however, many of us are apt to smile at the credulity of our forefathers, whose superstitious minds turned these easily explained phenomena into judgments of Providence, or "signs and wonders," portending events of disaster and ruin to all around. But though we, in this nineteenth century, are in the habit occasionally of using the homely phrase, "It rains cats and dogs," we are afraid if a shower of much less important animals were to take place, many of us, notwithstanding our increased intelligence, would look upon the phenomenon with feelings not very different from those of our ancestors. Possibly our anxieties would only be of a temporary nature; for in these days of

scientific investigation, the origin of such a phenomenon would be a pleasant subject for the naturalists of the neighborhood, whose practical researches would speedily eradicate any latent feeling of superstition still attaching to us.

It is not our purpose, however, in the preparation of this paper to record in detail all those preternatural rains of various kinds of animals, &c., described in the works of many ancient writers, because it is difficult to know what is, and what is not authentic. On the contrary, we shall confine our remarks principally to those mysterious rains of modern times observed to have been colored, some red, others black, and a few gray. We shall, at the same time, endeavor to account briefly as to the origin of these colors, and to show that almost every recorded instance of these colored rains, and also of colored snow, is the general result of some easily explained act of Nature.

The first illustration which we

shall quote is that memorable example of red rain known to have fallen at the Hague in the year 1670. It has been related by Swammerdam that, early one morning in that year, the whole population was in an uproar. It was soon discovered that the commotion arose from a mysterious rain of blood, as it was considered by all. This rain must have fallen during the night hours, for the lakes and ditches were known to have been full of water on the preceding evening. People of all classes, high and low, were affected by this apparent miraculous act of Providence, foretelling scenes of approaching war and bloodshed. There happened, however, to be a certain physician in the town, whose scientific curiosity urged him to inquire into the cause of this wonderful phenomenon. He obtained some of the water from one of the canals, analysed it with a microscope, and found that it had not really changed color, but that the blood-like red was produced by swarms of small red animals or insects, of perfect organization, and in full activity. This scientific physician immediately announced the result of his examination of the water; but though the Hollanders were convinced of the accuracy of his discovery, they did not appear to be anxious to divest the occurrence of its prophetic character.— On the contrary, they concluded that the sudden appearance of such an innumerable host of red insects was as great a miracle as the raining of actual blood would have been; and in after years, there were many who believed this phenomenon to have been a prediction of the war and desolation which Louis XIV. afterwards brought into that country.

It has been supposed that the insects alluded to above, and the cause

of such a universal panic, were a kind of water-flea, with branched horns, called by Swammerdam *Pulices arborescentes*. How they became so suddenly multiplied has never been explained, except by the rational supposition that they were brought from a distance by the wind, and then deposited with the rain.

Something analogous to this came under the eye of the writer a few years ago. During a very gloomy rain which fell at Greenwich, a universal deposit of small black flies was found to have taken place. The plants and shrubs in the writer's garden were covered by hundreds of thousands of these insects, in some instances completely hiding the plant from view. Before the rain began not one was noticed. We have been lately informed that a similar deposit occurred at Cambridge about eleven years ago.

On the 14th March, 1813, the inhabitants of Gerace, Calabria, perceived a terrific cloud advancing from the sea, the wind having blown in that direction for the two preceding days. At two o'clock in the afternoon, this dense cloud, which gradually changed from a pale to a fiery red, totally intercepted the light of the sun. Shortly after, the town was enveloped in a darkness sufficiently great to excite timid people, who rushed to the cathedral, thinking that the end of the world was approaching. The appearance of the heavens at this moment was unspeakably grand, the fiery red cloud increasing in intensity. Then amid terrific peals of thunder, accompanied by vivid flashes of forked lightning, large drops of red rain fell, which were hastily assumed by the excited populace to be either drops of blood or fire. The rain, more or less colored, continued



to fall until the evening, when the clouds dispersed, and the people were again restored to their ordinary tranquillity.

Some colored rain, which fell under similar circumstances to the above, in another part of Italy, was subsequently analysed by M. Sementini, who found that the coloring matter consisted of light dust, of a marked earthy taste. By the action of heat, he discovered that this earthy deposit became brown, then black, and finally red. After being thus calcined, numerous small brilliant particles of yellow mica could be perceived by the naked eye. M. Sementini concluded from his analysis that the deposit was compounded principally of silica, alumina, lime, carbonic acid, and oxide of iron. A yellow resinous substance was also found to be a part of its composition. It is very probable that these, and similar specimens of colored dust, were first emitted from an active volcano, and afterwards carried a considerable distance through the upper regions of the atmosphere, finally descending in the form of rain.

A colored deposit, resembling brick powder, took place in the valley of Oneglia, Piedmont, during the night of the 27th October, 1814. This powder covered the leaves of trees, grass, &c. On the following day a very fine rain fell, which, on being evaporated, carried away the more soluble and less colored particles.—The remainder, accumulating in the cavities of the leaves, produced the startling appearance of blood-spots, and created the utmost consternation amongst the peasantry.

The deposit was of a decided earthy flavor, and was supposed by M. Lavagna, a resident physician, to have been of volcanic origin, brought from

the south by a high wind which had blown from that quarter during the night. The celebrated French philosopher, M. Arago, referring to this phenomenon, has remarked, "Is not this an example of those pretended rains of blood, which were always considered by the ancients to be such fatal omens?"

In an analysis of some colored rain of this description, which fell in the Netherlands in 1819, it was discovered by MM. Meyer and Stoop, chemists of Bruges, that the coloring matter was principally chloride of cobalt. On another occasion, in Tuscany, a quantity of the colored matter deposited on the leaves of plants was collected in the Botanical Garden at Siena, and subjected to analysis by Professor Giuli. It was found to be composed of some vegetable organism, in addition to carbonate of iron, manganese, carbonate of lime, alumina, and silica. In a remarkable fall which occurred on the 19th February, 1841, in the district between Genoa and the Lago Maggiore, the earthy deposit consisted of talc, quartz, carbonate of lime, bituminous matter, and also some remains of the seeds of different plants.

There are several other records of *red* rain, with similar phenomena to what we have already described, but it is not necessary to enter into any detail, though it is very possible that their origin cannot always be traced to the same source. In most cases it can scarcely be doubted that the extremely light particles of which the powder is composed are carried into the upper currents of the atmosphere, either by volcanic action, as we have before suggested, or by a violent whirlwind. The separate particles are then drifted forward, until the upper current of air, with which they are now

amalgamated, comes into contact with other currents of lower temperature, when they fall to the earth with the condensed vapor in the form of colored rain. An illustration of this occurred on the 9th November, 1819, at Montreal, Canada. Suddenly the city was enveloped in darkness, when rain began to fall as black as ink. Some of the liquid was collected, and forwarded to New York for analysis, when it was discovered that the foreign substance which gave the water this extraordinary color consisted of soot. This was explained afterwards as follows: Owing to the dryness of the season, an immense conflagration of some large forests, situated south of the river Ohio, had taken place, and then, owing to the wind having blown steadily towards the north for some time, these black sooty particles had been conveyed by an upper current of air into Lower Canada.

Another deposit of this sooty powder fell on the snow in the neighborhood of Broughton, United States, on the 16th November, 1819. It is very probable that similar depositions took place at the time in many other parts of the country, though unrecorded.

It has been mentioned in the public journals that a phenomenon, which appears to be something analagous to the preceding, took place at Birmingham so lately as the 3d May, 1866. At eleven, a.m., and also at four p.m., on that day, that town was enveloped in an unnatural gloom. It is recorded that the darkness was so great at both times that many accidents took place in the streets. Gas-lamps were lighted at some of the crossings, and in nearly all places of business. During the gloom, a black rain fell, which deteriorated the water in open tanks and blackened the clothes exposed on

the greens, not only in Birmingham, but in the rural places around, some of which were windward of the town.

In Scotland, these black rains have been frequently noticed. On two occasions of black showers in that country, pumice-stones are said to have fallen, some of which measured eight to ten inches in diameter, and weighed upwards of a pound avoirdupois. We believe that these foreign substances were brought from distant places; and it is not impossible that some may have had a volcanic origin, though no outburst has been known to have taken place. There are many such instances recorded by the ancients as miraculous rains, now considered to have been strictly volcanic; such as the shower of stones on Mount Albano, mentioned by Livy, and the stone which fell in Thrace, as described by the naturalist Pliny. Many other showers of a like nature have been proved to owe their origin to volcanic action.

A remarkable rain of this kind occurred on the 24th April, 1781, in the island of Sicily, which excited a considerable amount of interest amongst contemporary scientific men. On the morning of that day, every exposed place within a certain district was found covered with a colored cretaceous gray water, which, on being evaporated, left a deposit of nearly a quarter of an inch in thickness. The effects of this shower were exhibited at a distance of sixty or seventy miles from Mount Etna, passing nearly in a direct line from N.N.E. to S.S.W. From an analysis of some of the deposit taken from the leaves of plants by the Count de Gioeni, he concluded that it must have been emitted from Mount Etna, and that, in its descent to the earth, it must have mingled with the aqueous vapour contained in



the clouds, which do not always rise to the summit of the mountain. Or the deposit might have had its origin in the thick smoke emitted, with other matter, from the volcano. This smoke would evidently be carried by the wind over the tract of country where the deposit was found, when, after having become specifically heavier than the air, by being condensed by the colder atmosphere around it, it would descend in the form of colored rain.

In the few examples we have given of rain accompanied by a colored deposit, we have affirmed that the general cause has arisen, in almost every instance, by the transportation, through the upper currents of the atmosphere, of innumerable particles of dust, volcanic or otherwise, or of bodies of animal or vegetable origin. We happen to know, from experience, that floating bodies, both organic and inorganic, do, at certain seasons of the year, follow the course of the atmospheric currents, and that they are perceived to pass in inconceivable numbers across the field of view of an astronomical telescope. It will be interesting to some of our readers if we give briefly a practical illustration of this fact. On the 4th of September, 1850, the Rev. W. Reid, of South Mimms, Middlesex, was engaged observing the planet Mercury near the sun, when he was greatly surprised to see an immense number of apparently meteoric bodies floating, as it were, in the atmosphere. Nothing, however, was visible to the naked eye, to which the sky appeared cloudless and serene. Some of the bodies were as bright as the planet Venus, which was brought into view for the sake of comparison. Their color was white, with a slight tinge of blue. Mr. Read says, "They did not cease for a

minute, passing often in inconceivable numbers from the time I first saw them, viz., from about half-past nine, a.m., to about half-past three, p.m., when they became fewer, passed at long intervals, and then finally ceased." Mr. Read's impression, that the origin of these curious bodies was meteoric, or, in fact, a shower of shooting stars at some distance from the earth's surface, is not a very probable one; but they are now generally understood to have been of a vegetable structure, composed principally of the seeds of various plants. The writer of this paper has frequently seen them, in the dry autumn season, pass across his telescope in daylight, while engaged in astronomical observations. The Rev. W. R. Dawes, whose acute vision is so well recognized by astronomers, has contributed to the Royal Astronomical Society a very graphic account of some observations made by him on the 9th September, 1851. We quote his own words: "I directed my telescope as near to the sun as my eye could bear, when immediately plenty of these luminous objects were seen, all passing nearly in the same direction, namely, from about E.N.E. to W.S.W., but a few proceeded from N.E. to N.N.E. Some of them were much larger than others, the largest being generally the roundest, and moving across the field of view in less time than the smaller ones. As a comparative standard of their brilliancy, I moved the telescope upon the planet Venus, which was then about  $6^{\circ}$  to the west of the sun. Plenty of the luminous objects passed through the field, and many of them were much brighter than the planet." Having ascertained on former occasions that appearances very similar to these were caused by feathered seeds seen out of

focus, Mr. Dawes readjusted his telescope, by which means he was able to select some of the principal specimens and to bring them correctly into focus. Their vegetable character now became visibly apparent, and they were seen to roll over and over, exhibiting a feathery down with great distinctness. When near the sun, they appeared extraordinarily bright, till they passed on to the sun's disk, on which they immediately became dark spots, the feathery down becoming more distinctly visible than before. It is the opinion of Mr. Dawes that the seeds belonged to many different sorts of plants, such as thistle, dandelion, groundsel, and some kinds of willow. He has also remarked that the air had for some time previously been very dry and calm, but that on the day of observation a brisk wind was blowing.

Colored snow, doubtless, owes its origin, in some measure, to the same cause as colored rain, though by a slower and more permanent process. In consequence, however, of its locality being generally confined to unfrequented regions, it has seldom been looked upon as a result of miraculous agency; it has only, therefore, afforded an interesting theme for scientific inquiry. Two brief illustrations must suffice for our present purpose. In the middle of the last century, M. de Saussure, so celebrated for his Alpine and meteorological researches, discovered a considerable quantity of red snow on some of the high mountains of the Alps. In 1778 he made an analysis of some collected on Mount St. Bernard, and proved that the coloring matter was a vegetable substance, possibly the farina of some flower. M. de Saussure, was not aware of such a plant being indigenous to Switzerland, at any rate

in such abundance as to give material for coloring so large a mass of snow.—He, however, supposed it probable that the original color of the deposit was not red, but that the action of the sun's light might have produced a chemical change. It is now known that the red color is sometimes due to a minute species of lichen.

The Crimson Cliffs near Cape York, Baffin's Bay, discovered by Captain Ross during his first voyage to the Arctic regions, in 1818, excited considerable attention on the return of the expedition to England. The coloring matter of the snow taken from these crimson cliffs being placed by Captain Ross under a microscope, was found "to consist of particles like a very minute round seed, which were exactly of the same size, and of a deep red color; on some of the particles a small dark speck was also seen.

. . . . In the evening I caused some of the snow to be dissolved and bottled, when the water had the appearance of muddy port wine. In a few hours it deposited a sediment, some of which was bruised, and found to be composed wholly of red matter; when applied to paper, it produced a color nearest to Indian red." On the return of Captain Ross to England, he placed some of the bottles in the hands of Dr. Wollaston and other botanists, for the purpose of being analysed. Dr. Wollaston has published a detailed account, from which we extract the following:—"The red matter I am strongly inclined to regard as of vegetable origin, consisting of minute globules, one thousandth to three thousandths of an inch in diameter; I believe their coat to be colorless, and the redness belongs wholly to the contents, which seem to be of an oily nature, and not soluble in water. . . . If they are from the



sea, there seems no limit to the quantity that may be carried to land by a continued and violent wind; no limit to the period during which they may have accumulated, since they would remain from year to year, undiminished by the processes of thawing and evaporation, which remove the snow with which they are mixed." M. Thénard, M. de Candolle, Robert Brown, and others, have also expressed their opinion as to the vegetable character of the deposit, but from what plant it is derived is not so satisfactorily settled.

In this brief sketch of a few colored rains, all of which may be considered as authentic, we have generally avoided allusion to miraculous rains of animals, such as frogs, fishes, &c., though there are many of these which are not altogether fabulous, but

which, on inquiry, can be explained by some natural cause. We will give only one example, on the authority of a writer in Rees' "Cyclopaedia." During a terrific storm which passed over a town near Paris, numerous fishes were seen to fall into the streets. Nobody doubted their falling from the clouds; but though it appeared an absurdity, some of the fish being five or six inches long, nothing could shake the belief of the people in this miracle, "till they found, upon inquiry, that a very well-stocked fish-pond, which stood on an eminence in the neighborhood, had been blown dry by the hurricane, and only the great fish left at the bottom of it, all the smaller fry having been tossed into the streets."—*Leisure Hour*.

---

### CONSIDERATIONS ON MERCHANT SHIPPING LAWS.

The *New York Times*, in an editorial on the recent marine disasters, intimates that the subject will doubtless engage the early attention of Congress, and suggests the following chief points as important to be embraced in legislation on the subject of merchant shipping:

1st. The number of the crew every passenger ship should be required to carry. This, we conceive, should not be fewer than two and a half men to the one hundred tons registered. In the case of such a ship as the *Evening Star*, registering probably 1,600 tons, this law would have compelled her to carry forty men, all told, comprising captain, officers, carpenter, carpenter's mate, boatswain, boatswain's mate, quartermasters, boys, and about 26 able-bodied seamen. Less than this complement the ocean steamers al-

most daily leaving our ports are not considered safe without, and it will not be contended that the storms on our coast are less violent than those on the Atlantic.

2d. A proper salaried officer should be appointed by the Federal Government, who, accompanied by an experienced carpenter, should be required to make an examination of the hull, masts, sails, rigging, and ship's furniture, each to sign a certificate before each voyage of every seagoing vessel that she is staunch and seaworthy.—Ship's furniture consists of a proper supply of ground tackle, hawsers, warps, &c., properly-equipped boats, deck fire-engines, log and lead lines, spare compasses, lights, spare spars, sails and rope, handspikes, levers, &c.

3d. Examination of the engines and boilers by a proper officer, who

thoroughly understands machinery, and who shall sign a certificate as to their efficiency.

4th. Each of these three certificates to be countersigned by the Collector of the Port before any vessel be permitted to take passengers on board.

5th. Before the vessel proceed to sea, a thorough inspection should be made by an officer of the Government, to see that the proper complement of men and officers are on board. The crew to be inspected, also, by a regularly-appointed surgeon, to see that they are in a fit state to do their duty. The men to be mustered, and each and all to be appointed to their position in the boats. As many boats, however, are kept so long on the skids or on the tackles that they are dried up by the sun and will not float, these should be swung out and lowered, to see that they are in proper order; and further, that such requirements are in each as compass, bread, water, rockets and blue lights, oars, thole-pins, plugs, rudders, tillers, mast and sail, and painters. Lowering apparatus of the most approved construction should be insisted on.

Besides these regulations, which might be immediately brought into operation, Congress ought to mature some plan by which every captain and officer in our merchant service should be obliged to pass an examination in navigation and seamanship, and be furnished with a certificate as to his capability for command. The deprivation or suspension of this certificate, in case of proved neglect, would be a punishment no officer would care to brave.

We are indebted for some of these suggestions to one of the ablest seamen in this port, and if they were carried out by appropriate legislation,

and faithfully administered, they would go very far to lessen the disasters on our coast, now become so frequent as to be a disgrace to our national fame as a maritime people. It is not to be supposed that many captains now commanding our steamers are not perfectly aware of the ill-manned, ill-conditioned way in which they are sent out to brave the dangers of the seas. Remonstrances with the owners are of no avail. If persisted in, the captain might lose his position, or be told that if he would not take the ship to sea, another less scrupulous stood ready to take his place. In the absence of any law regulating the equipment of ships, owners are amply covered by insurance for any pecuniary loss they sustain, and moral responsibility evidently weighs little against the profits of cheap navigation. But with such legislation as we have indicated, the control of the manning and fitting out of ships would be taken away from the owners, and some security given to the public that their lives and property were not recklessly trifled with.

It might not be out of place, moreover, to suggest to the insurance offices that they assist any legislation of Congress on this subject by inserting a clause in their policies whereby they warrant the assured against loss only in case all the provisions of the Merchants' Shipping Act shall have been observed.

---

A CHRISTIAN SAILOR, when asked why he remained so calm in a fearful storm, which had beaten with violence upon the ship, and threatened to sink it beneath the angry sea, gave the following beautiful and consistent reply:—"Though I sink, I shall but drop into the hollow of my Father's hand, for he holds all these waters there."



## THE CANDLE FISH.

Mr. John Lord, an Englishman, who went to British Columbia as scientific member of the commission appointed to make the boundary line between British and United States territory, has published in London an account of his travels, in a volume, entitled "The Naturalist in Vancouver Island and British Columbia." Among his stories is the following account of an extraordinary fish :

"I have never seen any fish half so fat and so good for Arctic winter food as the little candle-fish. It is next to impossible to broil or fry them, for they melt completely into oil. Some idea of their marvellous fatness may be gleaned from the fact that the natives use them as lamps for lighting their lodges. The fish, when dried, has a piece of rush-pith, or a strip from the inner bark of the cypress tree (*Thuja gigantea*), drawn through it, a long round needle made of hardwood being used for the purpose ; it is then lighted, and burns steadily until consumed. I have read comfortably by its light ; the candle-stick—literally, a stick for the candle—consists of a bit of wood split at one end, and the fish inserted in the cleft. These ready-made sea-candles—little dips, wanting only a wick, that can be added in a minute—are easily transformed by heat and pressure into liquid. When the Indian drinks instead of burning them, he gets a fuel in the shape of oil that keeps up the combustion within him, and which is burnt and consumed in the lungs, just as it was by the wick, but only gives heat. It is by no mere chance that myriads of small fish, in obedience to a wondrous instinct, annually visit the northern seas, containing within themselves all the elements necessary for supplying light, heat,

and life to the poor savage, who, but for this, must perish in the bitter cold of the long dreary winter.

"As soon as the Indians have stored away the full supply of food for the winter, all the fish subsequently taken are converted into oil. If we stroll down to the lodges near the beach, we shall see for ourselves how they manage it. The fish reserved for oil-making have been piled in heaps until partly decomposed ; five or six fires are blazing away, and in each fire are a number of large round pebbles to be made very hot. By each fire are four large square boxes, made from the trunk of a pine tree. A squaw carefully piles in each box a layer of fish about three deep, and covers them with cold water. She then puts five or six of the hot stones upon the layers of fish, and when the steam has cleared away, carefully lays small pieces of wood over the stones ; then more fish, more water, more stones, more layers of wood, and so on, until the box is filled. The oil-maker now takes all the liquid from this box, and uses it over again instead of water in filling another box, and skims the oil off as it floats on the surface. A vast quantity of oil is thus obtained ; often as much as seven hundred weight will be made by one small tribe.

"The refuse fish are not yet done with, more oil being extracted from them. Built against the pine tree is a small stage built of poles, very like a monster gridiron. The refuse of the boxes, having been sewn up in porous mats, is placed on the stage, to be rolled and pressed by the arms and chests of Indian women, and the oil thus squeezed out, and collected in a box placed underneath. Not only has Nature, ever

bountiful, sent an abundance of oil to the redskin, but she actually provides ready-made bottles to store it away in. The great seawrack, that grows to an immense size in those northern seas, and forms submarine forests, has a hollow stock, expanded into a complete flask at the root end. Cut into

lengths of about three feet, these hollow stocks, with the bulb at the end, are collected, and kept wet until required for use. As the oil is obtained, it is stored away in these natural quart bottles, or rather larger bottles, for some of them hold three pints."

---

### HOW SHARKS ARE CAUGHT IN NORWAY.

The vessels employed in this fishery generally range from twenty-five to thirty-five tons, manned with a crew of six men. They lie at anchor on the banks in one hundred and fifty to two hundred fathoms of water by a grapple weighing about two hundred weight, with a warp about two hundred fathoms in length, and about four inches in circumference.

A box perforated with holes or a canvas bag, containing the residuum or refuse blubber, after the oil has been extracted by boiling, is attached to the line not far from the bottom near the grapples; globules of oil are found to ooze, out or to percolate through the holes of the bag, and to float away in a continuous stream, which serves as a decoy, in the same manner as the cod roes are supplied in France when they are thrown into the sea as ground bait to attract the sardines. Led by this stream, the sharks are guided to the main bait, which is attached to a thin iron chain from one to two fathoms in length; this is fastened to a line of about the thickness of the stem of a common tobacco pipe. At the end of the chain the hook is fastened, which is usually of the size of the salmon gaff, and is baited with some kind of fish, or what is preferable, about a pound of real blubber.

The shark, after being hooked, is

hauled to the surface of the water by the aid of a single purchase. Each vessel is furnished with four of these, two on each side. The line being small, is only calculated to bring the fish to the level of the water; his nose is then hauled a little above the surface, when he immediately receives a smart blow, by which he becomes stunned; a large hook at the end of a pole, attached to a strong tackle, is then driven into the fish, and by this means he is hoisted on deck. The belly is then cut open and the liver taken out. Afterwards a hole is made in the stomach for the purpose of inflating it; the hole is then tied up, and the fish thrown into the water and permitted to float away. The stomach being inflated, prevents the fish from sinking, and it drifts out of sight. The fishermen imagine that the carcass cannot injure the fishing grounds when it is kept afloat. The length of the fish varies from ten to eighteen feet; the value depends upon the size, quality, and quantity of the liver, which yields from one half barrel to two barrels, or from fifteen to sixty gallons of fine oil each.

Besides the liver, when the fish can be towed to shore, the flesh is turned to account by being converted into food for the cattle, when there is a scarcity of fish heads which are used for that purpose. It is occasionally



used also as human food, but then as "rakling," which is prepared by the fish being cut up into long strips and wind dried in the open air, or buried in the ground until partially decom-

posed, when it is taken up and prepared in a peculiar manner, so as to become edible and fit for human food. It requires, however, an Arctic stomach to retain it.—*Boston Transcript.*

(For The Sailor's Magazine.)

### THE SAILOR.

"The dark blue jacket that enfolds the sailor's manly breast,  
Bears more of real honor than the star and ermine vest;  
The tith of folly in his head may wake the landsman's mirth,  
But Nature proudly owns him as her child of sterling worth."

ELIZA COOK.

There is an air of romance about the life and calling of the sailor—an atmosphere of poetry, which seems to invest the very name with a charm. You have but to mention the word, and troops of memories, hosts of associations, marshal themselves before the mind. Toilsome explorations in unknown seas, marvellous discoveries of peoples strange, deeds of noble daring and of hopeless suffering, of shipwreck, and storm and strife; of hunger and thirst, and nakedness and cold; the foundering craft, the white squall, and the iron-bound lee shore—all press forward for recognition, and all give evidence that the sailor is no mere myth, nor his life all poetry and romance—but one of stern reality: a life of sore vicissitudes and garnished o'er with pain. Yet these very vicissitudes are associated with traits of character that seem to be born of the very circumstances of his wild and roving life. All that is noble, generous, brave, and free, has been considered as embodied in his calling. In every land he is spoken of as the jolly tar; his very excesses are esteemed only as foibles, and his reckless disregard of himself attributed to his generous nature. His devotion to duty, his contempt of danger, his self-sacrificing spirit; his bravery and patriotism in war; his energy and

enterprise in times of peace—these have elevated him to an exalted place in the esteem of all people who are capable of appreciating his sterling worth. His rollicking good nature and love of fun, his sensitiveness to praise or blame, his open-handed benevolence, and the tenderness of heart that brings the tear to his eye, when the tale of suffering is told—all these have served to invest his character with a charm of attractiveness as clearly defined as the halo of glory with which art has adorned the head of pictured saint and Madonna.

The sailor is *sui generis*, a class by himself. His dress is peculiar. His trim blue jacket and wide flowing pants, and his low shoes, his tarpaulin hat and loose 'kerchief, exposing the bronzed neck and breast—all fitting so neatly and setting so gracefully on his well-formed person, as to suggest, together with his rolling gait, the unrestrained freedom with which he moves upon his own chosen element, just as his horny hand and sun-browned visage denote his toil and exposure in foreign climes.

His characteristic peculiarities are believed to be the result of his mode of life. Yet is it true that the germ of these traits of character must exist in the boy before they are developed in the man.

There are well-authenticated instances of boys going to sea, who were parsimonious and selfish, and ungenerous, who, nevertheless, lost these qualities on being associated with the sea and the ship. The philosophy of this change is not easily discerned. Men have different theories on this subject. One thing is certain—it is not the lazy and listless, the nerveless and the stupid, but the earnest, active, and energetic boy that runs away to go to sea. The character of such a boy must be developed by association with the works of nature in her grandest and in her wildest forms. As men who grow up in mountainous regions become free and brave and liberty-loving, like the Swiss, so these men, by holding converse with nature where she displays her works in all the majesty and beauty of her sublimest proportions, cannot but be affected thereby.

Would the reader test this? Let him go forth with the sailor on his own element. Stand beside him when the topsails and topgallantsails are mastheaded, when the royals are sheeted home, and her white wings are spread to the breeze, and the good ship gathering way runs out into the offing, till the receding shore astern sinks beneath the horizon with the setting sun. Pace with him the deck in his midnight watch. Look up at the concave of boundless blue studded with twinkling stars. Behold the moon, as she mounts the heavens, walking in her brightness, flinging her silvery sheen on the dark blue wave, and paving old ocean with a causeway of light. Now look out on every side, on the limitless expanse; let the eye penetrate to ocean's farthest verge—to that.

"Visual line,

Where air and ocean seem to join"

—until that horizon becomes to you the circumference of an ever-moving circle, of which you are the ever-moving centre. Then sound the depths beneath you. Follow the lead as it speeds its way thousands of fathoms deep, and think of the boundless realms concealed from human gaze and ken;

The coral caves  
'Neath ocean's waves,  
Where singing sirens sleep;  
The treasure trove  
Sunk from above,  
The riches of the deep.

In other words, look at the sailor from his own point of view. But confine not yourself to the mere romance, the poetry of his life; share with him his perils, participate in his dangers and discomforts—

Behold him now, the sport of mighty seas,  
Now bound in calms, and whistling for a breeze;  
Now pinch'd with hunger; now exposed to cold;  
Now parch'd with thirst; now lavishing his  
gold;  
Now cowering beneath the hurricane's rude  
blast;  
Now nailing firmly his colors to the mast.  
Now creeping cautiously along an unknown  
shore;  
Now launching forth the boundless waste 't  
explore;  
Now an adventurer, in quest of deathless fame;  
And, now, the world in rapture yields her loud  
acclaim.  
His country's idol now, carressed at court;  
And now in tears, of cruel fates the sport.

To realize his vicissitudes fully, you must endure with him wet and cold, sleepless nights, and toilsome days. Lay out with him, in the midst of storm and darkness, on the topsail yard, and share with him in his vain endeavors to gather in the struggling canvas, as it flaps and snaps with the fury of the hurricane, and tears itself from his grasp, while the blinding snow and sleet is beating with merciless fury in his face, and his hands are freezing to the stiffened leach. Then come down with him, when wet



to the skin, his strength exhausted, and his blood almost congealed in his veins—come down, I say, to the deck and hear the brutal curse with which his exertions are rewarded—and witness the dastard blow from the contemptible, cowardly thing that walks the quarterdeck—in the place of a skillful and manly officer—and who vents his ungovernable passion on the man whose noble efforts to accomplish his task an honorable man would respect. And now, when the duties and dangers of the yard and deck, and the insults of his unofficer-like superior are endured, and he turns to go below—descend with him into that dark, damp and cheerless fore-castle, where no fire gives out its reviving warmth, and where bed and berth, and chest, with their contents, are alike saturated, and as wet and comfortless as the clothes he has on. What comfort can a man have in such circumstances? Does not his lot demand, and should he not secure our sincere sympathy?

And what is his condition ashore? Alas! His boarding-house is, in many instances, as destitute of comfort as the fore-castle he left. And here he becomes too often the victim of the harpies who seek his destruction. He is drugged or poisoned with bad liquor—then Shanghaed, or taken insensible on board another vessel, where some merciless tyrant, per-

haps, may force him through the same round of abuse and exposure, and toil, and watching, and vicissitude. Do you wonder that the sailor is reckless? Is it not a still greater wonder that he does not oftener appear as a criminal before our police courts? The property entrusted to his care, the interests committed to him, the trusts reposed in him, are all protected and preserved with a generous firmness and an unswerving integrity. Notwithstanding his many temptations and his sore abuse, is not this an evidence of his nobleness, his trustworthiness, and his forgiving character?

If seamen, as a class, were the scoundrels and the ferocious malignants that some would have us believe, commerce would become the most unsafe of investments, the sailor the mere corsair of the deep; and America, instead of being, as she is to-day, the first among the nations, would rank with the barbarous rovers of the Algerine coast. If, then, seamen have laid us under so great a weight of obligation, we should endeavor, in some measure, to acknowledge our indebtedness, and to repay them—even if with nothing more substantial—at least with our sincere sympathy. For surely none can lay greater claim to it, than the men whose modicum of comfort is too often found in a dark, damp

FORECASTLE.

---

(For the Sailor's Magazine.)

### ADVANCE MONEY.

Until we can do something to save the sailor from the clutches of the horde of boarding-house keepers, shipping-masters, crimps, pimps, and runners that swarm round him as he enters port, we can accomplish but little in his behalf. We seem to be

only operating upon the surface, without reaching to the bottom of the evil with which we contend.

The practice of paying advance-money is the source of infinite mischief. It is anomalous, unnecessary, delusive; and nothing could be bet-

ter devised to entrap him and bring him into the power of the land-sharks, to make him reckless on shore and good-for-nothing at sea than this. It would be bad enough if the sailors who are shipped in this way were themselves to receive this money; but it is seldom that they ever see it, and very few can tell what it goes for; they only know that the shipping-master gets it, and that there are sundry bills for liquor, &c., to be paid for.

Ships coming into Antwerp from a long voyage are boarded at the mouth of the river, and the eager swarms of runners begin to tempt and rob the sailor before he lands; they ply him with liquor, and they take him off bodily before the ship touches the wharf. He is now kept in rioting and drunkenness until all his money in hand, and all his past and prospective pay, is exhausted, and then, of course, he must be shipped again. But in this he cannot act for himself; he is at the mercy of the harpies that have despoiled him. The shipping-masters and boarding-house keepers are banded together, and play into each others' hands, and divide the spoils, which are enormous. I know of one *estaminet*-keeper who boasted of making \$5,000 in one season by fleecing sailors.

If it was an affair of money merely, it would not matter so much; but to gain their ends every vicious propensity is pandered to, every good influence is excluded, and his whole stay in port is, too often, one continued scene of debauchery and dissipation.

In most of the docks here, he is obliged to board on shore, because neither fire nor light are allowed him in the ship, and there are positively no places open for him but these dens of corruption. And even during the

day, while at work, if he stays with the ship, he might, perhaps, be kept from liquor, were it not that a gang of women are constantly going from vessel to vessel, with their jug and glass, enticing him to drink; and the stuff is so cheap that he can make himself drunk for three cents. And then on Saturday night he must have his pay, and however much it is, he will have nothing on Monday to show for it but wounds, bruises, and a haggard face.

The crew of the ship on board of which I held service yesterday were all on shore rioting, excepting two or three who had already returned drunk; one had just fallen into the dock, and the other was so noisy, that the captain was obliged to put him in irons till worship was concluded.—The captain pays off his second mate with \$80 dollars, and he starts to go home to England; a little while after, he is seen in one of these grog cellars making merry; and a week afterward, he is wandering in the street, with neither coat, nor hat, nor boots, and without a cent in his pocket. Another master pays a man \$200, and cautions him to take good care of it; in a few hours he has bought wine to the amount of thirty dollars, and paid just seven times the market price for it. And so I might go on to relate incidents of this kind.

How to reach the great mass of sailors here, or how to bring any good influence to bear on them, is a problem I cannot solve. Their destroyers keep a constant watch over them. It is almost impossible to get them to a religious service, unless I should send a strong body-guard with them, although they often promise to come. Indeed, it is difficult to get access to them at any time.

The masters and the mates often



are accessible, and usually courteous, although too many of them care nothing for religion, and would much rather spend the Sabbath in sight-seeing—and this is the great day for all sorts of exhibition—than one hour in religious worship; and yet they all, and many of the men themselves, would be glad to see some change in the miserable system of shipping and paying men. Of course, there are other evils to be remedied; but this is one of the worst, and stands directly in our way.

Some plan must be devised to break up this advance-money system before we can do much to ameliorate his condition. A sailor who is expecting his money at the end of his voyage is worth twice as much as one who has already drank it up. If underwriters could be made to see their real inter-

ests in this regard, they would require at least double the premium to insure a vessel whose crew had already squandered their advance money, or rather they would refuse to insure such vessels at all. If they would take their stand and stick to it, the system would soon be broken up. I can think of no other way to effect this object.

The combination of the sailors' enemies is so strong, that a few captains, or a few ship-owners, could do but little in this direction. They have often tried, but have been obliged to yield to the pressure, or go without a crew. But if the underwriters would take hold of this affair—and I am not aware that they have ever moved in the matter—I see not why they might not accomplish a revolution in the present method of shipping crews.

ANTWERP.

---

#### THE LATE CAPT. JACOB AULD, OF EAST BOSTON, MASS.

Capt. Auld was born in Boothbay, Me., Dec. 27, 1809. His worthy ancestors were on one side Scotch, and the other English and transmitted a high regard for family religion, and the institutions of learning and worship. His parents early consecrated him to God, by publicly symbolizing the baptism of the Holy Ghost, which they hoped and prayed he might early receive, in the experience of a well-evidenced change of heart. He commenced going to sea at 17 years of age, and followed that calling, as before indicated, for full two score years. His pastor, Rev. T. N. Haskell, in a funeral address said of him: "He made a public profession of his love for Christ, when 23 years old, and his exemplary piety has been from that time attested by many

living comrades, and by a most interesting correspondence with those whom he loved. When he presented himself for examination, to be admitted to the Church, in 1860, he had just received the intelligence, that his barque, on which he depended for his income and domestic comforts, was lost at sea, and the manner in which he met the misfortune, evinced to his examiners no ordinary degree of consecration of all he had to the will of God. A subsequent letter addressed to me, is a most interesting key to his whole Christian history and character. No words of mine can equal those from his pen in their fitness for his memorial. As Gov. Briggs' letter to his wife is engraved with great propriety on his tomb, so let this letter be inscribed on the tablet of our memories

as a memorial of him. The letter is as follows :

HAVANA, Dec. 18.

My Dear Pastor,—I write you a few lines, thinking it will give you pleasure to know that your scattered sons are walking in the truth and feasting on the word of life.

I cannot find language adequate to express my gratitude for your sympathy and promise, that I shall be remembered at your family altar, and in the united prayers of the church of which I am now a member. It was hard to part from all the sweet associations and privileges of the family and the church, to enter upon others, whose responsibilities but few seem to understand ; but I have had evident tokens of God's loving kindness and tender mercies continually. The Holy Spirit has, I think, helped me in my religious duties, and given me secret communion with my Saviour. I am happy to say that my crew are as good and dutiful a company of sailors as I have ever had.

I have erected the altar of prayer, and when all my crew kneel around it, it is a delightful duty to supplicate God's mercy, as we stand in need so much of his protection and care, and I love to have them linger after prayer for a word of exhortation ; but I am poorly qualified to open the fountain and give them to drink.

It is a great consolation to remember the hours which are devoted to religious services at home. I always want to offer up my public prayers at the same time. I sometimes feel as

the Psalmist did, when he said, " My soul longeth, yea, even fainteth, for the courts of the Lord." When sad at the thought of my separation from the visible fold, I try to walk near my Saviour's side, knowing that he will take me by the hand, and lead me through all the ills of life to heaven.

My dear Pastor, I feel happy as I write you from my little cabin. My prayer to God is, that all seamen may be prepared to send to their pastors pearls of thanksgiving from the ocean, which shall gladden their hearts, and encourage them to labor and pray for the salvation of sailors ; for we can never expect the glorious gospel of Jesus to spread through all lands, till seamen are converted. Oh, what an exhibition of the moral character of American seamen do I see here ! What an influence is theirs over the half-enlightened inhabitants of this beautiful Isle,

"Where every prospect pleases,  
And only man is vile."

If this should reach you before next monthly concert, I wish you to appeal to the church to remember the cause of seamen in their prayers.

As the humblest Christian is the happiest, and has most of the spirit and power of Christ in his soul, I earnestly ask your prayers that I may not find it difficult to keep in the dust.

I should be very happy to receive a letter from you.

Your unworthy brother in Christian bonds,

JACOB AULD.

---

#### TRIBUTE TO THE CAPTAIN AND MATE OF THE "EVENING STAR."

The steamship *Evening Star*, which sailed from New York for New Orleans September 29, 1866, foundered at sea in a terrible cyclone on the morning of October 3d, having on board two hundred and seventy-five souls, only twenty-four of whom were saved.

Among the lost were the captain and first officer, both natives and res-

idents of Fairfield, Conn., connected there with a large circle of kindred and friends.

Captain William Knapp was born February 21st, 1825, and was killed by being struck on the head by a piece of drift-wood while clinging to a tossing lifeboat, which he had gained after sinking with the steamer.

David Burr, first officer, was born



November 26, 1826, and also found a watery grave.

Each of them had, a few years since, a brother lost at sea.

Of the fate of Capt. Rufus Knapp, who sailed from New York for Liverpool in December, 1853, or of the vessel he commanded, nothing was ever known.

Samuel, a younger brother of David Burr, was suddenly killed, by falling from the mast-head, in the year 1857.

We take the following passage from an appropriate sermon, preached in Fairfield, Ct., by the Rev. Dr. E. E. Rankin, pastor of the families of the deceased :

"Both were men of real courage; both endowed with those affections which attracted and kept closely bound to their hearts the love of those whom they had vowed to cherish; both affectionately solicitous for the true welfare of the children whom God had given them.

You all knew them, and I am but reflecting sentiments which I have heard expressed on every hand when I speak of them in words of eulogy, which their character and conduct among you authorize and suggest.—They were no withered or blasted branches. Of each of them we are constrained to say, "How is the strong staff broken and the beautiful rod?" We cannot but weep when such, to whom we would fain have looked as the future support of all good things in the community and church, are thus sundered from us.—Yet, while we weep, we mingle no shame with our tears for their past lives, in all the relations they bore as members of society. They so lived as to be a real loss to us all, most deeply a loss to those for whose comfort and support they devoted their time and strength in the noble calling they pursued.

So as we gather together the few fragments of that story which tells of the last earthly strife they encountered, there is nothing in these to diminish our admiration. Amidst the

surging ocean, we see them untiring and firm in the duties to which the awful hour had summoned them. Little has floated to us of the work committed to Officer Burr. Yet from that little we may see him obedient to the command laid upon him. Putting his own hand to the task of providing for the safety of others, that hand was lacerated by the straining cable, and he left to sink or struggle with the rest. As we thus leave him painfully clinging to his post of danger and duty, we follow Captain Knapp, on that early morning hour, when he enters the cabin where the crowd has been gathered. We hear his clear voice shouting above the tumult which he vainly strove to calm, "I and my men have done all that can be done, and there is no hope for the ship. If any of you wish to take to the boats you can do so." Then, in a farewell interview with two other officers of the steamer, we have his last message: "If either of you survive me, tell them at home that I died doing my duty."

Other words we have none as yet authentic from him; but in the waters that closed round the submerged steamer, we see him struggling with others, rescued for a time by clinging to a floating lifeboat, but at length torn from it to sink.

All this is sad, indeed, but none of it out of keeping with the true courage, calmness, and devotion to duty which we might have expected from such men.

We read the harrowing details to mourn for a heroic commander and mate, but find in them all no cause to blame them.

In the fearful emergency of the hour, they were to the last at their post of duty; and in this we acknowledge the voice of God upon the waters, witnessing His goodness to the stricken hearts of friends."

#### What it brings?

"What is whisky bringing?" asked a dealer in that article.

"Bringing men to the gallows, and women and children to want," was the answer.

(For the Sailors' Magazine.)

## LINES BY A SAILOR MISSIONARY.

My sins, like billows dark and high,  
Come rushing to my mind ;  
Where shall I go, where shall I fly,  
That I may safety find ?

My voyage of life is ending fast :  
How soon I may not know,  
When I shall take a long and last  
Farewell to things below.

And when I leave this earthly shore  
What will my prospects be—  
When Jordan's waves around me roar,  
And Death's cold icy sea ?

On Jesus shall my hope repose  
To guide me o'er the flood,  
And shall I have a place with those  
The purchased with his blood ?

Shall I be one among that throng  
Who dwell with God above,  
And with them sing that heavenly song  
Of Christ's redeeming love ?

Or shall I stand in trembling dread,  
No passport for to show,  
And hear that awful sentence read  
Which seals eternal woe ?

Why should we die ? Salvation's free ;  
Our Saviour's words are true.  
Come, fellow-sinners, come with me,  
Let's start for Canaan too.

I mean to join my friends again  
Who long have gone before ;  
There's some encamped on Jordan's plain,  
Some on the farther shore.

Ye chosen band, your colors show,  
And loud salvation sing,  
And let the world and sinners know  
You're children of a King.

I want to have my portion there,  
To have my sins forgiven ;  
I want to help you praise Him here,  
And go with you to Heaven.

## CORRESPONDENCE.

## REPORTS OF CHAPLAINS, MISSIONARIES, &amp;c., &amp;c.

**Denmark.**

ODENSE, Oct. 22, 1866.

DEAR SIR,—I have just returned from a mission tour among Sailors, seeking to impart to them the word of life. In that work I desire to spend the little strength yet left to me.

I give you a report of my labors as follows: From July 1, to this date, I have travelled 76 miles, distributing Bibles, testaments, and tracts.

In that time, I have held thirty-eight meetings, baptized three believers, and made 133 religious visits, 120 of which were to seamen, either on ship-board or at their boarding-houses. This work has been done in Odense, in Toumerus, in Nyberg, in Lundeborg, in Svendberg, and in Budkjoberg.

Much of the "good seed of the word" has been sown among seamen

in these places, and we hope it will bear fruit in time.

One thing has cheered me ; a dear sister, the wife of a believing sailor from Posgrund, in Norway, visited us this summer, and stated, that on the ship in which her husband sailed, there were but two religious persons when he left home. But the Lord has graciously blessed their efforts, and now there are five who joyfully serve him, both on ship-board and on shore.

In regard to the appointment of sailors' missionaries, in Norway, a brother from there has named thirteen places where sailors' missionaries could be employed to good effect. In this case we have really much cause to remember the words of our dear Lord, Matt. ix. 37, 38. Pray you for Norway. \* \* \* \*

Yours in Christ,  
F. L. RYMKER.



**Sweden.**ADDITIONAL APPOINTMENTS OF SAIL-  
OR MISSIONARIES.

At a late meeting of the Board, a letter was read from Rev. F. O. Nilson, asking for more help on his interesting field, and recommending Rev. J. A. Anderson and Mr. E. Erickson. These brethren were accordingly appointed to labor among seamen. under Mr. Nilson's direction; the first as tract missionary in the port of Gottenberg, and the other in the harbor of Wennerberg, and on the Gotha River. They are earnest, self-denying men, full of faith and zeal for souls.

—  
COPENHAGEN, Oct. 17, 1866.

DEAR BROTHER, — I began the quarter at Ronne, July 3d. I made a visit to a sick man, who had been at sea ever since he was a boy. He has this Autumn sought edification in our chapel. When he came home from a voyage, he came immediately to the Chapel, in order to find food for his soul. His hope and faith were in God. Disease had nearly destroyed him; a severe phthisis having taken his strength away, and spasms in the heart occasioned him great suffering and pain. But, notwithstanding all sufferings and pains, he was patient and devout. I often visited him in his sickness; but one time he was most anxious to go from this world, and be with Jesus. We spoke of the heavenly joy, and prayed together. His faith being much strengthened, I took my leave, recommending him to the mercy of the Lord. I did not believe that it was the last time that I should see him; but so it was.

The 18th, I made a journey to the east of the country, and towards evening came to Asker's parish. I then visited several families, and encourag-

ed them to walk in the ways of truth and salvation. I distributed some tracts to several, with whom I came into conversation. The 19th, I went about in the same parish from one house to another, to speak of the Lord and his grace. In the course of the afternoon, I preached a sermon in the house of a believer, and many people came together to hear the word of God. Here the spirit of the Lord was poured out, for many hearts were moved by the preaching of the word. When it was ended, a married woman begged me to come to her house and preach next day. The 20th, I labored in the same region, seeking out the blackest sinners here and there. I went into the houses, spoke and witnessed of the Lord and his grace, and distributed a good many tracts. In the afternoon, I preached a sermon in the woman's house who had requested it. Here, also, were very many souls, that hungered after grace and mercy, and who received the word with great joy. The 21st, I made still some visits round about in the parish, and distributed tracts, and had several conversations. As the day waned, I left the parish, and repaired to Nescoe; on the way I distributed tracts. The 22d, I began to labor at Nescoe; I preached a sermon there, which was well received, and "great grace was given us." The Lord opened the heart of one man in particular, so that he took heed of what was said. After the sermon, many begged to speak with me, and there were several of whom I have hope that God has let his sun of grace rise in their hearts. The one man who continued to speak with me until far beyond midnight, confessed quietly all his sins, upon which I showed him the way of salvation from the word of God. I have the hope he is one of these who will

stand before the throne of God, and sing the song of Moses and the Lamb. Being a town at the seaside, and many seafaring people living there, and much shipping likewise, I stayed four days disseminating the word. I then went back to Ronne, where I labored until August 11th. The 10th, I was invited to attend an old soldier of Christ to his last resting place. He has been a disciple of the Lord for above sixteen years, a silent and quiet man; but he preached Christ wherever he was by his life and conduct. He was universally loved and sorely missed by many. His departure hence was as when one repairs to a better home. As he had arranged his house several weeks before he died, and from that time had nothing at all to do with the world, he longed for his dear friend. I spoke to him some days before he died, when he expressed the wish that Jesus should soon come; and he now and then said, "I am very anxious that Jesus should come." At his funeral, many neighbors and acquaintances were present, as every one who knew him was desirous to attend him to his last resting-place. At the side of his coffin, I expressed the feelings that were in my heart, and I depicted the joy it is to belong to Jesus.

As he who is devoted to God is weary of the world, and desires to get away from it, so he knows that he goes to Jesus; but it is not so with him who does not believe, he desires to stay, for he has nothing better to expect, and, therefore, adheres to what he has.

Many tears bore witness that hearts were moved by the word. O, that those who heard it may become of them who follow the Lamb where it goes. August 11th, I went to Copenhagen, and after stay-

ing a couple of days, went to Malmoe, where I labored somewhat among the seafaring people, and was on board of several ships, and distributed tracts; and preached a sermon in a house in the town. When I came to Copenhagen, I immediately began to pay visits to the ships, and to address the sailors about in the streets. I also sought the seamen in the public houses frequented by seafaring people. I have, partly by preaching and partly by distributing Bibles, Testaments and tracts, sought to gain souls to Jesus.

Near the seaside is an hospital for cholera patients. The hospital is well arranged, and as good care as can be is taken of the sick, in so far as their bodily nursing is concerned; but the soul is not at all thought of. None are permitted to come within the hospital, lest they should carry the sickness into the town; but God, who, with a father's care provides for all, thought also of these poor human beings. A sister of mercy was introduced to take care of the sick. As I cannot go into the sick and speak with them, I avail myself of this sister. There is a railing round the house, and inside of it none may come; but I stand outside, and she comes to the railing, when I supply her with tracts and Testaments, and she tells me of what nations they are, so that they can get suitable books to read. I have labored in this manner for the good of souls.

Several Russian ships of war have lain here on the occasion of the Princess Dagmar's departure to Russia, and some of the ships' crews were ashore almost every day. Public houses and streets near the custom-house swarmed with Russian seamen. God be thanked that I was well provided with Russian tracts. I found



now a good opportunity to get many distributed to these ignorant and thoughtless men. When they are in public houses, they sing and scream at the top of their voices. I went in to them in the public houses, and laid the tracts before them, or gave them into their hands. At first they looked at me with wonder; they next took the tracts and read them; at length the singing ceased, and hushed stillness ensued. They are great strangers as to tracts, but they show much reverence to the name of God. When I met a group of Russians in the streets, I would go in amongst them, and distribute tracts to them, for which they were particularly grateful. Many shook hands with me, and thanked me heartily.

In the quarter elapsed, the Lord has bestowed grace and favor on me to preach thirty sermons, conduct eight prayer-meetings, and to visit twenty-nine houses, and about three hundred and twelve ships: I have also baptized two persons. I have distributed 23 Bibles, and 121 Testaments, 245 religious books, and about 4,100 large and small tracts. With hearty greeting, your brother in Christ,

P. E. RYDING.

---

### Belgium.

#### CHAPLAIN'S REPORT.

ANTWERP, Dec. 3, 1866.

We are very much in want of a Bethel, or some convenient room in which to hold our religious service. I cannot find any place in the neighborhood of the shipping that will answer our purpose. The committee-room of the Dutch and German Churches are occasionally at our service, but they are too far away, and too small to accommodate us. We

can usually find a ship in port, where we are welcome to hold a service on the Sabbath; but such vessels are often very difficult of access, and continually changing their places, and our time to circulate the notice of the meeting is quite limited; but more than all, whenever the circumstances are at all favorable, there is no cabin large enough to hold those who would come. During the past month, I have had some twenty meetings, preaching a discourse on most every occasion. The weather has been stormy almost uniformly every Sunday, and I think on every evening when we have attempted to meet, and our places of meeting are uncertain and continually changing, as well as our audience.

Oct. 26, Friday Evening.—German Church session-room; stormy; eight present, worthy Christian seamen. Subject, "My peace I give unto you," &c.

28, Sunday.—In the cabin of an English brig; stormy; twenty present; cabin full. Subject, "None other name given under Heaven whereby we must be saved."

Sunday Evening.—German Church session-room. Subject, "Prayer."

30, Tuesday Evening.—Cabin of English steamer, formerly a Confederate blockade-runner; full thirty present. Subject, "I beheld the transgressor, and was grieved."

Nov. 2, Friday Evening.—German Church session-room; stormy; a dozen present. Subject, "Faith."

4, Sunday.—In the cabin of American ship—crowded; 50 present. Subject, "Acquaint now thyself with him and be at peace," &c.

Sunday Evening.—German Church Chapel—overflowing. The room will accommodate about twenty-five, as yet we had fifty present. Subject, "They made light of it."

6, Tuesday Evening.—Cabin of an English steamer; cabin full; forty present. Subject, "If any man be in Christ, he is a new creature."

9, Friday Evening.—Service conducted by an English captain.

11, Sunday.—Cabin of a Nova Scotian ship; very stormy; full, thirty present. Subject, "Having no hope, and without God in the world."

Sunday Evening.—German Church Chapel—crowded. Subject, "Godliness profitable," &c.

16, Friday Evening. — German Church Chapel; very rainy; a dozen present. Subject, "Conversion of Saul."

18, Sunday.—Cabin of Nova Scotian ship; stormy; crowded. Subject, "Some things God will *not* do to save men."

Sunday Evening.—German Chapel; full. Subject, "Spiritual insensibility."

23, Friday Evening.—German Chapel; very stormy. Subject, "For me to live is Christ," &c.

25, Sunday.—Cabin of American ship; very stormy, crowded to overflowing; from forty to fifty present. Subject, "What shall I do to be saved?"

Sunday, P. M.—Same place; service conducted by an English captain—full.

Sunday Evening.—German chapel; crowded to overflowing; no more standing room. I was assisted by another English captain. Services very impressive all day.

30, Friday Evening.—German Chapel; stormy. Subject, "Pleasing God."

Dec. 2, Sunday. — Cabin of Nova Scotian ship; stormy; very much crowded in every accessible place; 70 present. Subject, "In all thy ways acknowledge him; and he shall

direct thy paths." Very still and solemn. Having no place for an evening service, and the weather being exceedingly unpleasant, made no appointment for the afternoon or evening.

Twice have I arranged for a regular Tuesday evening meeting, on board of an English packet steamer visiting this port weekly; and after one service each time, the steamer has been taken off, and our arrangement broken up. I labor under great difficulty and disadvantage here, in having no suitable place of meeting. We *must* have a Bethel. Will you raise the money for this purpose, or must I leave my work and come home and do it?

J. H. PETTINGILL, Chaplain.

### San Francisco, Cal.

#### CHAPLAIN'S REPORT.

It is with much joy and hearty thanks to God, that I present a brief record of our experience during this last quarter. It was to have been expected, that in the anxiety and absorption of time and labor, during this crisis of our church building, the spiritual work would suffer; but, God be praised, our experience has been far otherwise. During no similar period has the power of God unto salvation been more largely revealed. My own time and labor have been largely devoted to our secular work, but several members of our church have been unusually earnest in labor for souls, and the blessing of God has attended our work in an unusual degree. Many of our own meetings have been intermitted, that we might join in the union revival meetings, conducted for some weeks past by the Rev. Mr. Earle; and thus our energies have been less concentrated than usual; but the power of the Holy Spirit has been shed upon us, not in an abundant



rain, but as a gently falling dew, that has kept our garden constantly fresh and blooming. Almost all our meetings have been occasions for the display of God's grace, in the conviction or conversion of sinners. Probably no week has passed without the hopeful conversion of at least one soul. We reckon thirteen who have come to Christ through the influence mainly of our brethren, and means of grace; and others, who belong to our field, have been saved, as we hope, mainly through the union revival meetings before mentioned.

During this time we have had occasion twice to receive new members out of our usual course, just as they were about to leave us on long and dangerous voyages. We have celebrated the Lord's supper five times, on which occasions eleven new members have been received to the church, all but one by profession of their faith, and several others are waiting the opportunity to unite with us. One member has been dismissed to a church in Santa Cruz, and we have lost no other.

The semi-annual tide of seamen is flowing again, and, notwithstanding the increasing dilapidation of our house of worship, our congregation is fast increasing. Had we only the new church to worship in, crowds would enter it at this time, and we might expect an abundant harvest.

The completion of this much needed building has been delayed beyond our expectation, but seems approaching at last. More than thirteen thousand dollars has already been collected and expended upon the lot and building. The house is covered in, with the exception of the doors and windows, which are now ready for us in the hands of the manufacturers; the outside is painted, the plasterers

are now putting on the finishing coat; and, excepting the seats, there is no reason, other than the want of money, why the house may not be occupied by Christmas. For these we found it necessary to order lumber, sawed at Mendocino; and in order to give it time to season, it may be advisable to furnish the church for a time with temporary seats, in order to occupy it as soon as possible.

One serious fact, however, remains to be mentioned and faced. The sum of five thousand dollars is yet needed to complete the house and pay off all bills therefor. It is our work to devise a plan for raising this money. God grant us wisdom and courage to do it.

J. ROWELL, Chaplain.

San Francisco, Dec. 1st, 1866.

### Charleston, S. C.

EXTRACT FROM THE CHAPLAIN'S  
REPORT.

JANUARY 4, 1867.

\* \* \* \* During the last month I have been very much encouraged by increasing attendance at the Bethel. Several seamen, in accordance with my invitation, have called upon me, at my study, inquiring about their soul's salvation. My heart has been cheered also by several pious shipmates, who have evinced an interest in the Bethel.

But, I fear, it will be a long time before we shall see the Charleston Bethel what it was in other days. At the same time, I am not discouraged. Recently the steamers sailing out of this port have started a plan to take up a collection on pay-day, to raise a fund to repair the Bethel. Already we have received from this source \$150; and hope by Spring for enough to complete all necessary repairs.

My visits to the Marine Hospital

have been pleasant to me, and I trust, profitable to the inmates. There have been only two deaths in the institution for the last six months.

The Library you sent me has been placed in the hospital, and is very generally read by seamen there.

I have lately met several, now captains, who expressed gratitude to me for having spoken to them when they were before the mast years previously, and who ascribe the present position to the advice I then gave them.

Our Sabbath school is on the increase, and doing good. We have not yet been able to re-establish our marine school.

The Legislature, at my request, has passed an act to regulate the licensing of Sailors' Boarding-Houses, similar to your law. We hope for much good from it. \* \* \* As I grow older I feel more and more devoted to the cause of seamen. I firmly believe that, when the world is converted, it will be through the instrumentality of pious seamen.

The commerce of Charleston is not what it was previous to the war, and, consequently, I have not a crowded Bethel as before; but I have attentive hearers, and reason to know that my labors are not in vain. I must add, that I have been much encouraged, during the last month especially.

Yours truly,

W. B. YATES.

---

**Boston, Mass.**

The eighth anniversary of Captain Bartlett's labors, as Missionary, at Chelsea Marine Hospital, took place Sabbath evening, Jan. 7. There are 115 inmates, 82 have expressed hope in Christ the past year, 33 have died, 777 admitted. Nineteen nationalities were represented in the meeting, which was one of unusual

and touching interest. Sixteen arose for prayers. Dr. Graves, M. H. Sargent, Esq., and others, made addresses. There have been 322 conversions since the ministry of Captain Bartlett begun, and grateful testimonies to the value of his labors were made by the Superintendent and others present.

---

#### **New York.**

The Baptist Mariner's Church, Dr. J. L. Hodge, pastor, has been for a while past in the enjoyment of a delightful revival. Quite a number of sailors have been converted and added to its membership.

---

#### **Sailors' Home, 190 Cherry Street.**

Mr. Cassidy reports the arrival of 95 seamen during the month of December. These deposited \$1,602, of which \$440 were placed in the Seamen's Bank for Savings, and \$1,005 sent home to relatives and friends. Fifty-eight of the number reported above, shipped without advanced wages.

During the month, there have been two hopeful conversions at the Home. One of these converts united with the Presbyterian Church, the other with the Baptist. Several have gone to sea declaring it as their purpose to live for God. The Holy Spirit is evidently at work among these men.

The terrible gales of the last few weeks have sent an unusual number of shipwrecked seamen to be cared for at the Home. Some of these were sick, and on that account were transferred to the hospital; others, upon being furnished with comfortable clothing, went off again to sea at once.

What multitudes have reason to bless God for the kindness shown them, and the various benefits experienced at this excellent institution!

## SAILOR'S MAGAZINE.

**Subscribers Wanted—Proposition for 1867.**

1. To any person sending us the names of two new subscribers, with the money for the same, Two DOLLARS, we will give a copy of the beautiful Chromolithographic Temperance Picture, known as the Black Valley Railroad. The picture is 20 by 24 inches in size, and has been expressly prepared, as a premium picture, for the American Seamen's Friend Society.

2. To any new subscriber for the the year, paying in advance, we will send, if requested, a copy of the small picture of the Black Valley Railroad, 15 by 24 inches, printed in oil colors.

3. Any Sabbath-school that wil forward the names of ten new subscribers, with TEN DOLLARS, shall receive the large Sabbath-school edition of the Black Valley Railroad Picture. This is a colored lithograph, four feet long and two wide, and is large enough to be seen by a whole Sabbath-school at once.

These pictures, when sent by mail, will be pre-paid.

Address, 80 Wall Street, New York, or 13 Cornhill Boston.

---

**Museum of the East India Marine Society, Salem, Mass.**

**CORRECTION.**—In our article on this institution, in the December number of the Magazine, the types remembering that Saul, "who also is called Paul," was the better man under the latter name, seemed to think it no great harm to make us speak of Captain Paul, as the obliging Secretary and Superintendent; but we now cheerfully direct them to say that it should have been Captain Thomas Saul.

L. P. H.

**Patients deceased at the Seamen's Retreat, Staten Island.**

Charles Cannon, age 29, nativity, London, died May 24, 1866; Alexander Giving, 37, Sandwich Islands, June 1; James Brown, 26, Newfoundland, June 1; James Firland, 18, Ireland, June 2; Joseph Whitty, 55, Pennsylvania, June 7; John Frank, 26, Italy, June 27; Wm. Anderson, 31, Sweden, June 30; Simon Shaw, 25, Cape Breton, July 1; Charles H. Stone, 29, New York, July 9; L. A. Killennan, 20, Germany, July 13; Henry Olsen, 30, Norway, July 16; Peter Thomolen, 33, Germany, July 22; John Rusden, 39, Germany, July 28; John F. Johnson, 22, Norway, August 3; Chas. Brown, 26, England, Aug. 9; John E. Hansen, 18, Norway, Aug. 10; George Parker, 28, New York, Aug. 10; James Ross, 29, Scotland, Aug. 11; James Steele, 26, Nova Scotia, Aug. 11; Thomas Barrett, 36, Prince Edward's Island, Aug. 14; Chas. Ryan, 45, Ireland, Aug. 22; Andrew Nelson, 33, Sweden, Aug. 28; James Ward, 28, Massachusetts, Aug. 31; William Whifield, 35, England, September 4; Charles Vollman, 20, Prussia, Sept. 6; Robert Chambers, 23, England, Sept. 15; James Manning, 40, New York, Sept. 20; Hein Von Liggern, 38, Germany, Sept. 28; Alonzo Cummings, 50, New York, Oct. 2; George Taylor, 24, Maine, Oct. 13; John Martin, 47, Ireland, Oct. 18; Julius Gelink, 29, Russia, Oct. 19; William Davis, 66, East Indies, Oct. 20; C. Brown, —, —, Oct. 25; Bernard Hoshigen, 27, Germany, Oct. 28; Frederick Killer, 27, Germany, Nov. 4; Joseph Young, 28, New York, Oct. 26; Chas. Peterson, 33, Sweden, Nov. 4; John Butler, 30, Germany, Nov. 11; John Haley, 21, Nova Scotia, Nov. 13; John Sicor, 20, Scot-



land, Nov. 20; William Roberts, 30, England, Nov. 24; Peter Lent, 44, New York, Nov. 30; Samuel Bennet, 38, New York, Nov. 30.

THOMAS H. SKINNER, JR.,  
*Chaplain.*

#### Seamen who have died in the New York Hospital,

*From Oct. 1 to Dec. 31, 1866.*

Henry Demo, age 38, birthplace Canada, died Oct. 1; Thomas Riley, 21, New York, Oct. 2; John Faulkner, 44, Connecticut, Oct. 15; John Stratton, 43, New Jersey, Oct. 18; John Anderson, 28, Sweden, Oct. 24; James Robinson, 35, Maine, Oct. 28; Frederick Bahrendorff, 22, Denmark, Oct. 29; Thomas Conway, 23, New York, Nov. 4; Thomas Coban, 25, Ireland, Nov. 11; Thomas Kelly, 28 Ireland, Nov. 24; John Kehoe, 25, Ireland, Nov. 24; Robert Heyer, 22, Sweden, Dec. 6; Francisco Edwards, 26, France, Dec. 22; James Carney, 50, Ireland, Dec. 26; Chas. W. Hasselberg, 18, Sweden, Dec. 31.

D. COLDEN MURRAY,  
*Secretary.*

#### Better burn them.

An old card-player, who had spent the best part of his life in this senseless employment, had become so habituated to handling these bits of pasteboard, that wherever he was, or however engaged, he would be constantly moistening his thumb, and involuntarily going through the motions of dealing out cards. If the body had become such a slave to this amusement, what must have been the case of the immortal soul?

A young acquaintance who had just learned to play was so elated with his first success, that he went out and bought a pack of cards. He called on his way home, and showed them to the old player, who fingered them over familiarly for a minute, and then returned them, saying, "Oh! well, you had better go home and *burn them.*"

The young man was amazed at such advice from such a source, and it set him to thinking seriously. Surely, if any one was competent to judge of the worthlessness of such pursuits, *he* was; and his opinion made so deep an impression upon the mind of the youth, that he never played again.

#### Position of the Planets for February.

MERCURY is not visible at the beginning of this month, but reappears as an evening star on the 13th, and towards the end of the month can be seen for about an hour. It is near the moon on the evening of the 6th.

VENUS rises at the beginning of the month three hours before sunrise, this interval decreasing till the end, when it rises about 4 A.M. It is very favorably situated for observation throughout the month.

MARS is still favorably situated for observation, rising before sunset throughout the month. It will be 9 degrees above the moon on the morning of the 15th.

JUPITER is visible as a morning star on the 7th of the month, rising at the end of the month about half an hour before the sun. On the evening of the 4th, it will be close to the moon.

SATURN is also a morning star, rising about 2 A.M. at the beginning, and half an hour after midnight at the end of the month. It will be a little south of the moon on the morning of the 25th.

B. B.

*N. Y. Nautical School, 92 Madison St.*

#### Disasters Reported in December.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost or missing during the past month, is 49, of which 35 were wrecked, 3 foundered, 3 abandoned, 1 burnt, 2 sunk by collision, and 5 are missing. They are classed as follows, viz., 4 steamers, 4 ships, 9 barks, 10 brigs, 21 schooners, and 1 sloop, and their estimated valuation is \$1,700,000, exclusive of cargoes.

Below are the names, destinations, ports whence hailing, &c. Those marked *w*, were wrecked, *b*, burnt, *f*, foundered, *a*, abandoned, *s c*, sunk by collision and *m* missing.

## STEAMERS.

Scotland, *w*, Liverpool, from New York for Liverpool.  
Baltimore, *w*, New York, from Portland for Halifax.  
Suwannee, *f*, Philadelphia, from New York for Brazos Sant'o.  
Commodore, *w*, New York, from New York for Stonington.

## SHIPS.

Kate Dyer, *s c*, Portland, Callao for New York.  
Consul, *a*, Liverpool, from C. de Verds for Savannah.  
Indos, *w* London, from Liverpool for New York.  
Merrimac, *w*, Philadelphia, from Liverpool for Philadelphia.

## BARKS.

Rio Grande, *a*, (Italian) from Pensacola for Genoa.  
N. H. Gaston, *m*, New Haven, from New York for Barbadoes.  
Maria Henry, *w*, Portland, from Mansanilla for Falmouth, E.  
John Kerr, *m*, Searsport, from Mobile for Boston.  
C. B. Hamilton, *w*, Portland, from New York for Portland.  
Pathfinder, *b*, Rockland, from Rockland for New Orleans.  
Trieste, *m*, Sydney, N.S.W., from San Francisco for New Zealand.  
Depesche, *w*, Stettin, from New York for Konigsberg.  
Sylyph, *w*\*, Boston, from Baltimore for Boston.

## BRIGS.

Solferino, *m*, Bermuda, from New York for Kingston, Ja.  
Nellie, *w*, St John, N.B., from New York for St. John, N.B.  
Pavilion, *w*, Newport, N.S., from New York for Windsor, N.S.  
Huron, *w*, St. John, N.B., from Cardenas for New York.  
Wm. Nickels, *w*, Baltimore, from Charleston for Cardenas.  
Zebulon, *w*, Windsor, N.S., from Windsor for New York.  
C. C. Van Horn, *f*, Parsboro, N. S., from Cienfuegos for Boston.  
Camilla, *w*, (At Minatitlan.)  
Jubilee, *w*, (British), from St. John, N.F., for Boston.  
Palma, *w*, (Brazilian) (At Rio Janeiro) for New York.

## SCHOONERS.

Quickstep, *sc*, Boston, from Philadelphia for Gloucester.  
Nellie Brown, *w*, Quincey, Mass., from Boston for Richmond.  
Jack Downing, *f*, New Brunswick, N.J., for New Haven.  
The Allison, *w*, St. John, N.B., from New Orleans for Ruatan Island.  
Belle, *w*, for Cardenas.  
Swan, *w*, Savannah, from Mosquito Inlet for Savannah.  
Emma Furbish, *m*, Rockland, from Galveston for Baltimore.  
Cyclone, *w*, New York, from Pensacola for Galveston.  
San Carlos, *w*, from Tuspan for Galveston.  
Van Buren, *w*, Boston. (Fisherman)

Mary Bartrand, *w*, from Tampico for Brazos Sant'o.  
Sea Breeze, *w*, St. John, N.B., from New York for Rio Janeiro.  
Champion, *w*, from Albany.  
N. B. T. Thompson, *w*, Camden, N.J., from New York for St. Marks.  
Magellan, *w*, Stockton, Me., from New York for Savannah.  
Maggie McLean, *w*, St. John, N.B., from Boston for St. John, N.B.  
Spy, *w*, from Jacksonville for Havana.  
R. M. Price, *a*, Dennis, from Georgetown, D.C., for Boston.  
S. M. Sherman, *w*, Providence, from Baltimore for Providence.  
R. P. King, *w*, New London, for New York.  
Sue Merrill, *w*, San Francisco, (at Noyo River, Cal).

## SLOOP.

Agent, *w*, Bristol, R.I., from Bristol, R.I., for New York.

## \* Supposed lost.

The following is a recapitulation of the number of vessels reported lost during the year 1866, with their estimated valuation:

MONTH.	NO. OF VESSELS.	VALUATION.
January.....	86	\$1,950,000
February.....	53	1,050,000
March.....	34	850,000
April.....	60	1,400,000
May.....	28	500,000
June.....	20	425,000
July.....	43	1,200,000
August.....	26	550,000
September.....	19	520,000
October.....	77	2,530,000
November.....	69	1,300,000
December.....	49	1,700,000
Total.....	504	\$13,975,000

## Receipts for December, 1866.

## MAINE.

Portland, Miss C. M. Scales..... 2 00

## NEW HAMPSHIRE.

Boscawen, Cong. ch ..... 11 10  
Chester, do., ..... 12 00  
Derry, do., ..... 6 01  
South Merrimack, Rev. D. Sawyer..... 1 00

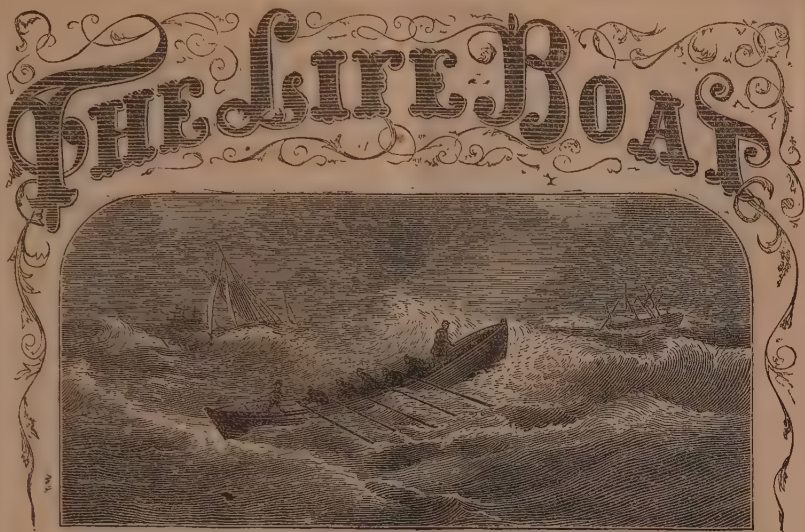
## MASSACHUSETTS.

Ashby, 2d ch., to const. Dea. G. L. Hotchkiss L.M. .... 30 00  
Ballardvale, Union ch. .... 3 00  
Bernardston, Miss M. L. Newcomb, to const. Prof. R. B. Minton, of Carlinville, Ill. L.M. .... 30 00  
Beverly, S. F. Society, in full, to const. Betsy Lamson L.M. .... 10 00  
Boston, Essex Street ch. .... 282 88  
Old South ch. .... 122 38  
Phillips ch. .... 87 55  
Centerville, Rev. G. H. Morss. .... 14 00  
Chatham, 1st Cong. ch. .... 27 30  
Clinton, do., ..... 15 00  
Cotnet Port..... 7 70  
Dunstable, Cong. ch. .... 52 30  
East Medway, do., of which, S.S. \$35 85  
Essex, Cong. ch., ship's library, \$12..... 30 38  
Gardner, 1st Cong. ch., to const. Rev. W. D. Herrick L.M. .... 31 00  
Gloucester, Cong. ch. .... 46 35  
James W. Patillo ..... 1 00  
Hanover, Cong. ch. .... 15 75  
Holliston ..... 32 00  
Holyoke, Ireland Society..... 15 94  
Lawrence, Lawrence Street Cong. ch. .... 44 29  
Lenox, Cong. ch. .... 23 00  
Lowell, Appleton Street ch. .... 65 14

John Street ch., additional.....	2 49	Harlem, R. D. ch.....	55 60
Neponsett.....	10 00	New York City, Mercer Street Pres. ch.....	157 40
Newburyport, Female Bethel Society, to const. Mrs. S. L. Hutchins L.M.....	30 00	A Friend.....	30 00
Ladies' Bethel Society.....	12 00	do., by Captain Duncan.....	2 00
Miss F. B. Bannister, balance for L.M.....	15 00	Archibald Hall.....	10 00
North Cong. ch.....	29 42	John C. Sandford.....	25 00
North Middleboro, to const. David Struffin L.M.....	30 00	William F. Lee.....	50 00
North Hanover, Bap. ch.....	13 95	W. S. King.....	50 00
Oxford, Cong. ch., ship's library, \$12.....	43 90	William H. Aspinwall.....	20 00
Pepperell Cong. ch.....	17 50	B. L. Kipp.....	10 00
Plainfield, Mrs. H. Hallock.....	1 00	B. E.....	50 00
Sheffield, Miss'y Garden money for library.....	9 77	Charles N. Talbot.....	10 00
South Deerfield, Cong. ch.....	35 50	C. H. Rogers.....	10 00
South Hadley, Cong. ch. const. Rev. H. Mead L.M.....	35 57	John Taylor Johnston.....	25 00
Springfield, Olivet ch.....	11 50	Ira Bliss.....	25 00
Stockbridge, Estate of Mrs. Sarah Walker.....	132 77	J. S. Pierson.....	10 00
Warren, Cong. ch.....	26 00	M. Custy.....	5 00
Westboro, Evan. ch.....	48 78	Muller & Grant.....	3 00
West Warren, Union Meeting.....	5 70	New York and Havre Steamship Co.....	10 00
Worcester, Old South ch.....	32 72	Captain Richard Luce.....	10 00
<b>RHODE ISLAND.</b>		Captain Blackford.....	5 00
Providence, Richmond St. Cong. ch., bal.....	10 00	Captain Crowell.....	2 00
<b>CONNECTICUT.</b>		North Bergen, Pres. ch., ship's library.....	13 00
Bethel, Cong. ch.....	17 00	Owego, First Pres. ch., of which, to const. Rev. Solon Cobb L.M., \$30; S. school, for ship's library, \$15; Mrs. Theo. Frelinghuysen, do., \$15; Dr. L. H. Allen, do., \$15; E. L. Jones, \$5; F. S. P., Christmas offering, \$10.....	140 06
Birmingham, Cong. ch.....	56 54	Sing Sing, S. school Pres. ch., library.....	21 58
Collinsville, Cong. ch., const. Rev. Alex. Hall L.M. (S. S., \$15 for ship's library,) Danbury, 2d Bap. ch., ship's library.....	45 84	Victor, do. do. do.....	24 00
Gren's Farms.....	29 28	<b>NEW JERSEY.</b>	
Guilford, 1st Cong. ch., of which, Miss Mary G. Chittenden, \$30, to const. Mrs. Ruth Wilcox L.M.; also, to const. Dea, Albert A. Leete L.M.....	60 00	Belvidere, First Pres. ch.....	29 50
Huntington S.S. Cong. ch.....	4 00	Second do.....	25 25
Madison, Ladies' Union Society.....	13 50	Chatham do.....	30 00
Middlefield, Cong. ch., to const. John O. Couch L.M.....	33 60	Hackettstown, Pres. ch., \$60; S. school, for ship's library, \$15.....	75 00
M.E. ch.....	15 25	Newark, High street Pres. ch., of which, Mrs. Goble, to const. Wm. Henry Rankin L.M., \$30.....	108 50
Miford, First Cong. ch. to const. Elliott B. Platt, L.M.....	44 97	Miss Agnes Davidson.....	5 00
Plymouth Cong. ch., to const. Rev Geo. H. Griffin L. M.....	51 95	New Providence, Pres. ch.....	46 50
Dea. A. S. Bristol's class, for ship's library.....	15 05	Orange, Second Pres. ch.....	133 80
Millington, Cong. ch.....	10 00	<b>PENNSYLVANIA.</b>	
Mystic Bridge, S. school childrens' collection.....	3 75	Bloomsburg, Pres. ch., to const. Wm. Neal, L.M.....	37 50
New Britain, individuals, to const. Julius W. Pease L.M.....	37 15	S. S. English Lutheran ch., for ship's library.....	15 00
Norwich, Broadway Cong. ch., of which, C. B. Rogers, \$30, to const. Bradford H. Rogers L.M.; also to const. S. B. Bishop L.M.....	120 75	M. E. ch.....	4 64
Old Lyme, 1st Cong. ch.....	3 00	Ger. Ref. ch.....	4 60
South Coventry, Village ch. S. school, for ship's library.....	34 83	Dunmore, Pres. ch., to const. J. B. Smith L.M.....	30 00
Southport, Cong. ch., of which, Miss Delia Perry, to const. Howard Knudson L. M., \$20; also, to const. Albert Couch Bradley and Wm. Wakeman Hull L. Ms, Stanwich, Cong. ch. S. school, for ship's library.....	64 67	Oliphant, individuals.....	4 60
Stratford, Colonel G. Loomis, U.S.A.....	12 00	Peckville, A. C. Wise and others, for library.....	35 00
Warren, Cong. ch.....	8 55	Providence, M. E. ch. S. school, for library.....	15 00
Wethersfield, Cong. ch. S. school, additional.....	25	Scranton, 1st Pres. ch., and S. school.....	130 00
Woodbury, Estate of Reuben Mitchell.....	20 00	<b>WASHINGTON, D. C.</b>	
<b>NEW YORK.</b>		Com. W. B. Whitney, U.S.N.....	10 00
Barre Centre, S. school Pres. ch., ship's library.....	12 00	<b>CALIFORNIA.</b>	
Binghampton, Pres. ch., of which, S. S., for ship's library, \$24; do. Mrs. E. Hawley and Mrs. Charles McKinney, \$12, and additional.....	52 00	Sacramento, Cong. ch.....	23 30
Brooklyn, 1st Pres. ch., Reuben Town, for ship's library.....	30 00	San Francisco, anniversary.....	100 00
Plymouth ch., of which George A. Bell, \$15; M. S. Beach, \$30; Lewis Tappan, \$15.....	390 61	First Cong. ch.....	175 00
Roch. Av. S. school, ship's library.....	15 00	Mariners' ch., subscriptions.....	551 75
Cambridge, James M. Stevenson, to const Holland Newton Stevenson, U.S.N., L.M.....	30 00	Pacific Mail Steamship Company.....	500 00
Champlain, S. S. Pres. ch., for ship's library.....	17 13	California Steam Navigation Company.....	100 00
Churchville, M.E. ch. S. school.....	2 23	B. Holliday.....	50 00
Elba, a Friend, to const. Mrs. Joseph Parker, L.M.....	50 00	Flint, Peabody & Co.....	25 00
		Hawley & Co.....	25 00
		A. G. Stiles.....	20 00
		Nathaniel Gray.....	40 00
		Pope & Talbot.....	25 00
		Goddard & Co.....	25 00
		Miner's Foundry.....	25 00
		Thomas H. Selby & Co.....	25 00
		Tubbs & Co.....	20 00
		J. D. Arthur.....	5 00
		Geo. S. Mann.....	5 00
		H. P. Corre.....	5 00
		Santa Cruz, Cong. ch.....	21 30
		Trinity ch.....	50 00
		Stockton, Union Meeting.....	48 45
			\$6,276 30

ERRATA—In receipts for November, page 155, for "Startington," read *Stonington*; and for "Mrs. Dennis Clare," read *Mrs. Dennis' Class*.





Feb., 1867.] Published by the American Seamen's Friend Society. [Vol. 8. No. 2.

### The Pocket Bible.

In a small village in the north of England, there lived, some years ago, a widow with six children, all of whom were Sabbath-school scholars. Their father was an officer in the British navy when he died, and left his wife with the care of this little flock. The eldest son proved a great trial to his parents on account of his wicked conduct. He heeded not the instruction of parents or teacher, but sought the most wicked, dissolute youth for his companions, and after his father's death gave himself up to excesses of wickedness and riot. The poor mother wept and prayed over her reckless boy; but he finally became so ungovernable that she resolved to send him to sea, painful though it was to her; but she hoped the severe discipline of the ship might humble his proud spirit and lead him to reform. It was accordingly decided, and preparations were made for his departure. Unknown to the youth, his mother slipped a pocket Bible into his chest, with a secret hope that it might be the means of leading him back to ways of virtue and holiness. With many prayers for his safety and salvation, that mother bade adieu to her first-born and well-beloved son.

Many years passed, but the wanderer did not return. The ship in which he sailed was lost at sea, and the widow mourned her son as dead.

One stormy night in midwinter, while she and her remaining children sat beside their cheerful fire, they were startled by a rap at the door.— Upon opening it, they discovered a worn and weatherbeaten sailor standing there, who begged a shelter for the night. He was cordially invited within, and soon told his sad story of shipwreck and suffering. They were out in a violent gale, he said when the ship went ashore, and was dashed to pieces. All the crew were lost but himself and one companion. They were thrown upon a beach, but his friend died soon after, leaving him alone. "He was a good fellow," he continued. "Once he had been the terror of the ship for his extreme wickedness; but he became a serious praying man, as remarkable for piety as he was for vice before."

"While lying on the beach, just before he died, he drew a Bible from his bosom, and pressed it to his lips; for it was that blessed book, he said, that led him to change his way of life. Looking over his chest one day, he chanced to find it, and seeing his mother's writing, he examined it. This

brought the teachings and instructions of that mother so vividly to his mind, that it led him to see himself as a sinner, and he found no more peace till he found it in the Saviour. While lying there upon the beach," continued the sailor, "he told me this story, gave me his Bible, and requested me to keep it for his sake. Then falling back upon the sand, he expired with a prayer upon his lips."

"Have you that Bible?" inquired the anxious mother.

"Yes, madam;" and he drew it carefully from his bosom, and gave it to her.

Tremblingly she seized it, and turning to the blank page, there was her son's name in her own handwriting!

"'Tis his! 'tis his! My son! my son!" she exclaimed.

Her prayers had been answered. That little Bible had led her wayward boy to the cross and to heaven.

L. S.

### Library Reports.

1561.—Returned in good order, with many thanks; books read with eagerness.

Sent to sea again on the bark Emily, of Halifax, bound for Buenos Ayres.

No. 876.—Returned from Rio in good condition. Gone to West Indies in bark Era.

No. 61.—Returned from its eighth voyage, and gone to Matanzas in ship L. H. Cole.

No. 1,319.—Returned from man-of-war, and gone to sea in merchant ship in good condition.

No. 414—"Has done much good; but on June 19, while in a thick fog and gale, the vessel went ashore. By the help of God, we got ashore safe, but without saving anything."

J. G. B.

No. 1,337 has been to Surinam and Mobile, and is on its way to Sicily in bark Dorchester.

No. 2012.—Returned from Grand Banks, and gone to West Indies.

No. 487—"We have morning and evening worship. We have good meetings, and they are well attended. The books are carefully read, and thankfully received.

S. T. H.

No. 82.—Returned from China in good condition, and gone to sea in the schooner Fairwind.

No. 2005.—Returned in good condition, and gone to sea in schooner M. Cranmer. Books all read.

W. C. M.

No. 1617.—*Gentlemen*—I take great pleasure in stating that the library you put on board my vessel, the *Azelia*, on my last voyage to Cape Town and Zanzibar, has been a great blessing to me, and I hope to others. When I was afflicted with sorrow, your books gave me great consolation. My poor wife was taken sick shortly after leaving this port, but God spared her to get back; no hopes, however, are held out of her recovery. She has shared my toils on the ocean for twenty years, and you may judge this is a hard trial to me; but with the blessing of God, I have derived much support from your valuable books.

I met the gentleman in West Street who put the library on board, and he kindly promised me to offer prayers in the meeting that evening for my poor suffering wife (for which I feel thankful) to Him from whom all blessings flow.

I remain, your's respectfully,

JOHN A. BROWN.

P.S.—Please find enclosed ten dollars.

J. A. B.

### Three Bad Phrases.

"I can't" is a cowardly phrase. Never let it pass the door of your lips.

"I sha'n't" is a vulgar phrase. No polite child will ever let it fall from his tongue.

"I won't" is a wicked phrase, whenever spoken of a duty. No good child will allow it to dwell a moment even in his thoughts.

All three phrases are bad coins. Nail them to the counter. Don't keep them among your word-currency

S. S. Advocate

## THE WARNING BELL.

As I was once sailing out of Boston harbor on board a steamer, I noticed a strange object at some distance ahead, floating on the water. It looked at first like a small, oddly-shaped boat, with one mast. As it was moved by the waves, I could hear now and then the tolling of a bell; and the sound evidently came from that object. We soon reached it, and passed so near, that the curiosity of the passengers was satisfied.

It was what is called a "bell-buoy," made of iron, something like a boat, but without railing or cabin, perfectly tight, and having an iron framework built upon it, in which a bell was securely fastened. A chain passed down from the buoy to the ledge of rocks below, firmly anchoring it there; and, as the waves tossed it about, the tongue of the bell was swayed from side to side, striking out over the waters its warnings of the cruel ledge, that is all the more dangerous because out of sight. By night and by day, in storm and in sunshine, the warning bell cries out to the mariner, in tones that seem solemn as a funeral knell, "Keep off, keep off! death is here!" and many a ship, which has reached this port in the darkness of night or of storm, has perhaps been saved from wreck by that warning bell.

I love to tell you, dear children, of things I see that make me think of you,—of what you may be in the future; of your hopes and fears, of your joys and sorrows and dangers. Let me tell you of what the warning bell has reminded me.

When I think of it, I remember that you all are sailors, each in his or her little ship, out on the sea of life, and on the voyage to eternity. There are many dangerous places, sunken rocks, in your way. To strike and stop on any one of them would be to wreck your vessels, and lose your souls. But God has placed upon each



a warning bell. Look with me at some of these rocks a moment—some of the sins into which you may be tempted.

Here is Sabbath-breaking. There are many ways to commit this sin. "Remember the Sabbath day to keep it holy" sounds in your ears, when the Tempter is at work at your heart.

Here is lying. "All liars shall have their part in the lake which burneth with fire and brimstone" is one of the solemn warnings which God hath given.

Here are vile, obscene words and actions. How many a child is tempted by wicked companions to say or do what he would blush to have a mother know! Listen: No *unclean* person hath any inheritance in the kingdom of Christ and of God."

Here is profane swearing. "Thou shalt not take the name of the Lord thy God in vain; for the Lord will not hold him guiltless that taketh his name in vain." What a solemn sound the warning bell sends forth over that rock!



Here is unkind treatment of brothers and sisters or playmates. Listen to the gentle sound of the bell: "Be ye kind one to another, tender-hearted, forgiving one another, even as God for Christ's sake hath forgiven you."

Here is disobedience to parents. What child cannot repeat the Fifth Commandment?

And so I might go through the whole catalogue of sunken rocks,—sins which the Evil One would be glad to see proving the ruin of your souls; and over every one I could show you the warning bell, anchored there by Infinite Mercy.

Ah, children! never forget, when tempted, to listen for the warning bell; and may your ears be made quick to catch its friendly sound by humble prayer!—*The Child at Home.*

### Little Willie.

I have seen the papers of Little Willie, in his own handwriting, as he left them. They are the simple effusions of a child's mind, penned by him unsolicited by any one. They are precious mementoes to the childless mother, for he was her first-born and only child. Childless? no! but the honored mother of an angel at the court of the King of kings.

At my solicitation, she has copied some of them, and her brief following note tells our little readers why we print them. Should any of you die as young as Willie did, may Jesus be as precious to you as he was to Willie.

H.L.

NEW YORK, Dec. 4, 1866.

DEAR SIR—I send you copies of the little writings left me by my darling boy, now an inmate of the beautiful home he so loved to write about. The spelling and language are his own, as you saw it.

Should you conclude to publish them for other little ones to read of the little boy once known by the name of Willie, you have my consent, with the hope that it may lead some little heart to love the same dear Saviour that he loved.

He was nine years and eight months old when he died.

I cannot give you the exact date of his writings, but they must have preceded his death some seven or eight weeks—perhaps a little more.

Your's truly, M. E. V.

WHAT THE HEAVENS ARE OPENED FOR.

The heavens are open. Oh, yes! For what are they opened? for what? To get gold and silver? Oh, no! To get diamond and pearls? Oh, no! For what are the beautiful heavens opened? They are opened for the righteous and good people that love the Lord and sing his praise, and that is what the heavens are opened for.

The angels are coming! The angels are coming to carry me over the stream. There they are, all drest in white, in beautiful robes of silk.—They're nearer, they're nearer! Oh, yes, here they are, all drest in white. Oh, yes! oh, yes! oh, yes!

Some people are found standing on the brink of the grave. They do not think they are so near death as they are. They are taken down to their beds. Sometimes they are very careless; then they are very sorry for their sins, but they suffer so much that they don't think of them, but die, and go to hell.

We are not safe any time; we are not safe any where, but in Heaven. We are in God's hands; He can do with us as he pleases.

I want to go to Heaven when I am dead and gone, and not to hell, which burns with fire and brimstone.

I want to go to Heaven, and be in glory there, where saints and angels dwell, and then I will see my Saviour, my only God, sitting in his glory, with saints and angels round him. In glory and majesty he sits upon his throne.

"Jesus loves me. This I know,  
For the Bible tells me so."

And if we love him in return, he will not fail to give us a crown there.

Sweet Jesus, take me to thee. I long to go to thee. I long to see thee. Thou art very kind, as when thou said, "Suffer little children to come unto me, and forbid them not, for such is the kingdom of Heaven." Oh, sweet Jesus! sweet, sweet Jesus! sweet Jesus!

WILLIE.

**MASON & HAMLIN,**  
MANUFACTURERS OF  
**CABINET ORGANS,**  
ALSO  
**PORTABLE ORGANS,**

**ADAPTED TO SECULAR AND SACRED MUSIC; FOR DRAWING-ROOMS, CHURCHES,  
SUNDAY AND DAY-SCHOOLS, LODGES, &c.,**

*Uniting to a considerable extent the capacity of the Piano-Forte with that of the Pipe Organ, and costing much less than either.*

*They occupy little space; are elegant as furniture; not liable to get out of order, and are securely boxed, so that they can be sent anywhere by ordinary freight routes, all ready for use.*

**FORTY STYLES, PLAIN OR ELEGANT CASES; ONE TO TWELVE STOPS; PRICES, \$75, \$90, \$110, \$125, \$130, \$140, \$150, \$160, \$170, \$200, \$225, \$250, \$300, \$435, \$500, \$550, \$600, AND UPWARDS.**

From the most eminent of the musical profession, the most distinguished pianists, organists, composers, and musical directors, the MASON & HAMLIN CABINET ORGANS have received an amount and degree of commendation never before bestowed upon any similar musical instrument. More than two hundred and fifty of the most eminent musicians in the country have given written testimonials to the value of the improvements contained in them, and that they excel all other instruments of this class.

**FIFTY-TWO GOLD OR SILVER MEDALS,** or other highest Premiums, have been awarded to MASON & HAMLIN for the important improvements effected by them, and for the

**Superiority of their Instruments to all others.**

Constantly exhibiting their instruments in competition with others, they have been awarded the highest premium in every instance, but three or four.

For churches, sunday-schools, &c., the MASON & HAMLIN CABINET ORGANS are the instruments long wanted,—of the very best quality, abundant power, not too expensive, nor liable to get out of order.

For private use, in drawing-rooms, &c., they are not less desirable, and are finding a place in the musical families of the principal cities.

They are adapted to a wider range of music than the piano, being better fitted for all sacred music and for much secular music, while their quickness of action is such that the most lively, rapid music can be played on them. Then their cost is greatly less, as well as their liability to get out of order.

The MASON & HAMLIN CABINET ORGANS must not be confounded with other reed instruments, from which *they vary essentially*, their superiority being largely derived from **PATENTED IMPROVEMENTS**, which cannot be employed by other makers. Among them are:

The **AUTOMATIC BELLAWS SWELL** (patented), a most important invention, and greatly the best swell ever devised: being much more effective and easily used than any other. The variety and beauty of effect of which it is capable, cannot be appreciated except from actual use. The many attempts to imitate or find a substitute for this swell, prove its value. None of them, however, approach it in excellence and simplicity.

**IMPROVED SELF-ADJUSTING VALVES** (patented), secure much more perfect action, durability, and freedom from liability to get out of order.

**WOOD'S OCTAVE COUPLET** (patented), in effect nearly doubles the power of the instrument in which it is used.

**NOISELESS SAFETY VALVES** (patented), prevent the hissing sound often heard.

The **IMPROVED COMBINATION REGISTER** (patented), gives great facility in drawing stops.

Circulars, with full particulars, and list with illustrations of styles and prices, sent free to any address.

Warerooms, 596 BROADWAY, NEW YORK; 274 WASHINGTON STREET, (after Nov. 1st, 15 TREMONT STREET), BOSTON.



# NEW AND IMPORTANT BOOKS

JUST PUBLISHED BY

**CHARLES SCRIBNER & CO.,**

**655 Broadway, New York.**

**DOCTOR JOHNS.** *Being a Narrative of Certain Events in the Life of an Orthodox Congregational Minister of Connecticut.* By DONALD G. MITCHELL, author of "Reveries of a Bachelor," "Dream Life," "My Farm of Edgewood," etc., etc. In 2 vols., 12mo. Third edition. Price \$3 50.

The *Round Table* says: "As a piece of rhetoric, it is charming, of course; for no American writer since the days of Washington Irving uses the English language as the 'Ike Marvel' of a few years since, and the 'Farmer of Edgewood' of to-day. . . . The central figure of this book is Adèle Maverick, and not Dr. Johns. This little French girl is one of the most charming characters to be found in modern English fiction. Frivolous, yet serious; gay, yet sober; graceful, but not handsome; and sprightly, without being pert, she engages the attention of the reader at her first introduction, and keeps it until the brief announcement is made that she is a wife and a mother."

**THE CONSTITUTIONAL CONVENTION.** Its History, Powers, and Modes of Proceeding, etc. By JOHN A. JAMESON, Judge of the Superior Court of Chicago, Illinois. One vol., 8vo. 575 pages. Price \$4 50.

From Dr. FRANCIS LIEBER: "The work which Judge Jameson proposes to publish, is so important to Americans, especially at this period, while the whole field which it covers has remained so uncultivated, that I for one, am very desirous to see this collection of the laws and usages of Conventions appear in print at an early day. The reputation of the author, and the pains he has taken to make his work as complete as possible, are guarantees for its thoroughness and practical utility for the statesman, the framer of fundamental laws, and the citizen at large, devoted to the commonwealth."

**A NEW VOLUME OF LANGE'S COMMENTARY.** Lange's Commentary on ACTS; edited by Rev. CHAS. F. SCHAFER. 1 vol. royal 8vo. \$5 00. Also now ready, Lange's Commentary on MATTHEW; 1 vol. (8th edition), \$5 00; and Lange's Commentary on MARK and LUKE; 1 vol. (4th edition), \$5 00.

**DR. P. SCHAFF'S CHURCH HISTORY**, (new volumes of). History of the Christian Church, from the Accession of Constantine the Great, to the Pontificate of Gregory the First: or from the beginning of the Fourth to the Sixth Century. By Rev. Dr. PHILIP SCHAFF. This completes the History of Ancient Christianity. 2 vols. \$7 50.

**HOPEFULLY WAITING, and other Verses**, by ANSON D. F. RANDOLPH, 1 vol., Tinted Paper.

**STUDIES IN ENGLISH; or, Glimpses of the Inner Life of our Language**, by M. SCHELE DE VEE, LL.D., Professor of Modern Languages in the University of Virginia. 1 vol., 12mo.

**FROUDE'S ENGLAND**, two New Volumes (7 and 8) of. History of England, from the Fall of Wolsey to the Death of Elizabeth. By JAMES A. FROUD, A. M., of Exeter College, Oxford. In crown 8vo. Price, \$3 per vol.

**Hon. G. P. MARSH'S WORKS**, (New Editions, crown 8vo, on Tinted Paper.)

- 1.—LECTURES ON THE ENGLISH LANGUAGE, 1 vol. crown 8vo, 700 pp., \$3 50.
- 2.—ORIGIN AND HISTORY OF THE ENGLISH LANGUAGE. 1 vol., crown 8vo., cloth. \$3 50.
- 3.—MAN AND NATURE; or, Physical Geography, as modified by Human Action. 1 vol., crown 8vo., cloth. \$3 50.

*Also, New Editions of*

**WOOLSEY**, (Pres't, D. D.). Introduction to the Study of International Law. Designed as an Aid in Teaching and in Historical Studies, 3d edition, revised and enlarged. 1 vol. crown 8vo. \$2 50.

**MAINE**, (HENRY'S.) Ancient Law; its connection with the Early History of Society, and its Relation to Modern Ideas. 1 vol., crown 8vo. \$3.

**LIFE OF BENJAMIN SILLIMAN, M. D., LL. D.**, Late Professor of Chemistry, Geology, and Mineralogy in Yale College, Founder and Editor of the "American Journal of Science and Arts," etc., etc. By GEO. P. FISHER, Professor in Yale College. 2 vols., crown 8vo., with fine Portrait and other Illustrations. Cloth, \$5 00.

*Copies sent by Mail, post-paid, on receipt of price, by C. S. & Co.*



## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; one of One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

## FORM OF A BEQUEST.

I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$ —, to be applied to the charitable uses and purposes of the said Society.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall street and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the Office, or at the Depository of the New York Bible Society, 7 Beekman street.

## DONATIONS OF CLOTHING.

For shipwrecked and destitute seamen are solicited from the Ladies, and the benevolent generally, Also bedding, &c., for the Sailor's Home.

## SAVINGS' BANK FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 78 Wall street, and Boston, Tremont street, open daily between 10 and 3 o'clock.

## SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry street,-----	Amer. Sea. Friend Society ----	Mr. J. H. Cassidy.
" 2 Dover street, (colored) -----	" " " "-----	W. P. Powell.
PORTLAND, foot of India street -----	Maine Seamen's Union-----	Thomas Bailey.
BOSTON, 99 Purchase street -----	Boston Sea. Friend Society-----	Capt. P. G. Atwood.
PHILADELPHIA, 422 South Front street -----	Penn. Sea. Friend Society-----	Capt. Dan'l Tracy.
MOBILE,-----	Henry Parsons.	
SAN FRANCISCO,-----	Ladies' Sea. Friend Society-----	James F. Stewart.
HONOLULU-----	Honolulu Sea. Friend Society-----	Mr. & Mrs. Miller.

## INDEPENDENT SOCIETIES AND

## PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl street,-----	Epis. Miss. Soc. for Seamen,-----	Chas. Blake.
" 173 Cherry street,-----	Private -----	S. Scott.
" 334, 836 Pearl street -----	do -----	
" 91 Market street -----	do -----	Peter Oberg.
" 4 Catharine lane, (colored) -----	do -----	G. F. Thompson.
" 3 do do do -----	do -----	Chas. M. Fortes.
" 45 Oliver street,-----	do -----	Christ. Bowman.
" 39 do -----	do -----	William White.
" 9 Carlisle street -----	do -----	Wm. Johnson.
BOSTON, North Square, "Mariner's House"-----	Boston Seamen's Aid Society-----	N. Hamilton.
NEW BEDFORD, 14 Bethel Court,-----	Ladies' Br. N. B. P. S.-----	David Hilsley.
BALTIMORE, 65 Thames street,-----	Sea. Union Bethel Society-----	Edward Kirby.
WILMINGTON, cor. Front and Dock streets-----	Wilm. Sea. Friend Society-----	G. W. Williams.
CHARLESTON, Market opposite State street-----	Charleston Port Society-----	Captain W. White.
SAVANNA, foot of Jefferson street,-----		Capt. O. O. Parker.

## MARINERS' CHURCHES.

LOCATION.	UNDER WHAT DIRECTION.	MINISTERS.
NEW YORK, Catharine cor. Mad son st.-----	New York Port Society -----	Rev. E. D. Murphy.
" foot of Pike street, E. R.-----	Episcopal Miss. Society -----	" R. W. Lewis.
" foot of Hubert street. N. R.-----	do -----	" H. F. Roberts.
" Open air Service, Coenties Slip,-----	do -----	" Robt. J. Walker.
" Swedish & English, Pier 11, N. R.-----	Methodist -----	" O. G. Hedstrom.
" Oliver, cor. Henry street -----	Baptist -----	" J. L. Hodge, D.D.
" 52 Market street,-----	Sea and Land, Presbyterian...-	" S. F. Fanner.
BROOKLYN, 8 President Street,-----	A. S. F. Society -----	" E. O. Bates.
" 22 South-street,-----	Episcopal Mission-----	" O. Helland.
ALBANY, Montgomery street -----	Methodist -----	" Rob't Walkei.
BOSTON, North Square,-----	Boston Port Society -----	" John Miles.
" cor. Commercial and Lewis streets..-	Baptist Bethel Society -----	" E. T. Taylor.
" Richmond street,-----	Episcopal -----	" J. W. F. Barnes.
" cor. of Hanover and N. Bennet Strs.		" P. Stowe.
NEW BEDFORD,-----	New Bedford Port Society -----	" J. D. Butler.
PHILADELPHIA, Water street,-----	Presbyterian -----	" Chas. H. Ewing.
" cor. Shipp'n and Penn streets.-----	Methodist -----	" W. Mullen.
" Catharine street -----	Episcopal -----	" W. B. Erben.
" Church st., above Navy Yard,-----	Baptist -----	" Joseph Perry.
BALTIMORE, cor. Alice and Anna streets -----	Sea. Un. Beth. Society -----	" Henry Slicer.
" cor. Light and Lee streets -----	Baltimore, S. B.-----	" R. R. Murphy.
NORFOLK,-----		" E. N. Crane.
CHARLESTON, Church near Water street,-----		" Wm. B. Yates.
SAVANNAH,-----		" L. H. Pease.
MOBILE, Water street -----	Mobile Sea. Friend Society -----	
NEW ORLEANS,-----	Episcopal -----	

# American Seamen's Friend Society.

Organized, May, 1828.—Incorporated, April, 1833.

**OBJECTS.** 1.—The promotion of the welfare of Three Millions of Seamen, employed on 150,000 vessels, having Sixteen Millions of Tonnage; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and TO SAVE THEIR SOULS.

2.—To sanctify commerce, an interest and a power in the earth—second only to religion itself—and make it everywhere serve as the handmaid of Christianity.

**MEANS OF ACCOMPLISHMENT.** 1.—The Preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In connection with its Branches and Auxiliaries, the Society employs, in the various departments of its work at home and abroad, seventy laborers, a large proportion of whom are ordained clergymen. It has stations in China, Japan, the Sandwich Islands, Chili, Peru, France, Belgium, Norway, Denmark, Sweden, New Brunswick, &c., and will establish others, as its funds shall allow.

2.—The monthly publication of the *SAILORS' MAGAZINE AND SEAMEN'S FRIEND*, designed to gather and communicate information bearing upon the subject, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society.

3.—Loan Libraries, composed of carefully selected, instructive and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing in the care of converted sailors, who thus become, for the time, effective missionaries among their shipmates. More than 2,100 of these Libraries, thus consigned, and chiefly provided by special contributions from Sabbath Schools, are now afloat, and occasionally heard from as doing good service.

4.—The establishment of Sailors's Homes, Reading Rooms, Savings Banks; the distribution of Bibles, Tracts, &c.

The Sailor's Home, 190 Cherry Street, New York, is the property and under the direction of the Society. It was opened in 1842, since which time to May 1st, 1866, it has accommodated 70,713 boarders. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings.

The Society also aids the Home for Colored Sailors, an excellent institution under the care of Mr. W. P. Powell, 2 Dover Street.

Similar institutions exist, under the care of Societies auxiliary to this, in the cities of Boston, Philadelphia, Portland, New Orleans, San Francisco, and at Honolulu, S. I.

## OFFICERS OF THE SOCIETY:

WILLIAM A. BOOTH, Esq., *President.* CAPT. NATHL. BRIGGS, *Vice President.*

Rev. HARMON LOOMIS, D. D., *Corres. Sec.*

R. P. BUCK, *Treasurer.*

Rev. S. H. HALL, D. D.,

" "

L. P. HUBBARD, *Financial Agent.*

## TRUSTEES:

Rev. I. FERRIS, D. D.,

Capt. N. BRIGGS,

Rev. JOHN SPAULDING, D. D.,

Rev. H. LOOMIS, D. D.,

J. L. PHELPS, M. D.,

HENRY P. MARSHALL, Esq.,

WM. A. BOOTH, Esq.,

Rev. J. E. ROCKWELL, D. D.,

Capt. FRANCIS M. FRENCH,

JAMES DEMAREST, Esq.,

Capt. AMBROSE SNOW,

Rev. JAMES EELLS, D. D.,

Rev. C. S. ROBINSON, D. D.,

H. DOLLNER, Esq.,

E. W. CHESTER, Esq.,

RICHARD P. BUCK, Esq.,

JAMES W. ELWELL, Esq.,

WM. MATTHEWS, Esq.,

CALEB B. KNEVALS, Esq.,

Rev. N. E. SMITH, D. D.,

J. D. MCKENZIE, Esq.,

Rev. S. H. HALL, D. D.,

L. P. HUBBARD, Esq.,

Capt. C. C. DUNCAN.

Donations may be sent to the Office, 80 Wall Street, New York.